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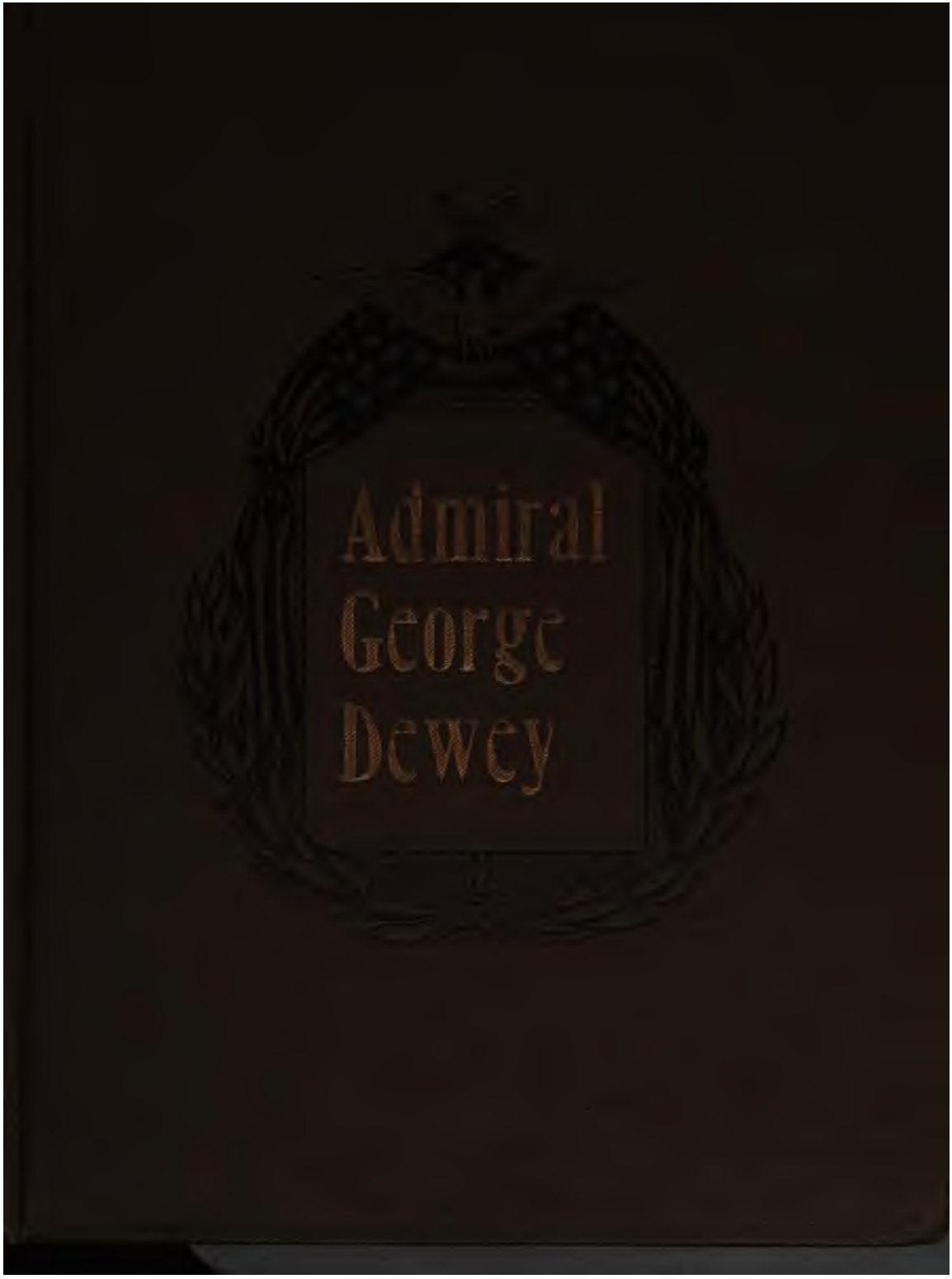
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Admiral
George
Dewey

Mary Mack Russell



George Dewey

CAREER AND TRIUMPHS

OF

ADMIRAL DEWEY

BEING A COMPLETE
BIOGRAPHY OF

THE HERO OF MANILA

BY
ROBERT L. BLAGG, A.M.
Author of "Corner-Stones and Guide-Posts'

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INTRODUCTION



ASHINGTON and the early fathers of the Republic, Jackson, Grant and the great generals and sea-fighters of the Civil War, all had their partizans and their detractors. The actions, the faults and the achievements of all gave rise to differences engendering acrimony and hatred; differences so bitter that they outgrew temporary generations and lived on, some of them being so vital that they exist to this day.

It is when we recall these facts that the universal admiration accorded by Americans to the victor of Manila bay appears in its most remarkable light. It is true that Admiral Dewey is never thought of in connection with any party or faction; he is not the representative of any section or clique; he is not known to have been favored or put forward by any one. As Congressman Amos Cummings, of New York, says: "Admiral Dewey is an American. As true-blue and patriotic American as ever had an opportunity to serve his country in time of war."

This, it might be supposed, should be taken, in connection with his great victory at Manila, as a natural and entirely adequate explanation of the unbroken regard in which his name is held in every city, town and village in the United States. In this respect Admiral Dewey is unique among distinguished men. Even Washington's praise was not sung without a note of discord. There were those whose purposes were best served by detracting from the honors of the great leader, and their energies were bent to discovering real or fancied blemishes in his career. It has ever been so, and one of the wonders of Admiral Dewey's career is the universal approval which his every action has received. His praises are sung from every part of the land in an unbroken, harmonious chorus.

Admiral Dewey thus stands absolutely alone in our line of national heroes. He has no detractors. His reputation as a man and his position as a sailor remain in the one case unsullied by the faintest reproach, and in the other unclouded by criticism from any source whatever.

It has been said that Admiral Dewey was not a partizan of any faction, but it must not be forgotten that the victory of Manila bay is accepted by all as the starting-point of a movement that we have fallen into the habit of calling "Imperialism" or "Expansion," according to the spirit in which it is regarded by individuals. The time may come when Dewey will be charged with responsibility for the alleged evils and dangers of imperialism, but happily there are no signs that such a charge will soon be made. By common consent it is determined that it would be impossible to use the Admiral for any political purpose. He is not above or below politics; he is simply not of it.

But this is not to say that the Admiral is a man without opinions of a very decided kind. The sound of his guns awakened his countrymen to endeavors and responsibilities that had not before been considered, and he was not slow to declare his belief in the ability of the nation to accomplish tasks and realize opportunities no greater than those that had been accomplished and secured by other people; he looked not only to the present welfare of his country, but as well to the future.

The victor of an epochal battle, one that will stand in history with Bunker Hill and Appomattox, might be excused for assuming some shade of the precedence with which his countrymen sought to invest him; Admiral Dewey has given way to nothing even remotely resembling emotionalism or unthinking enthusiasm. Before his victory the United States in the eyes of the world occupied only the respectable position of a huge, unwieldy commercial power; in the eyes of her enemies she was "a nation of shopkeepers." Since the battle of Manila bay she has become a factor to be considered in connection with every world movement; indifference or contempt have been replaced by respect or fear. "One cannot calculate," declared James B. Eustis, ex-ambassador of the United States to France, "the enhancement of American prestige and power that Dewey's victory brought about."

How practical were the views of the man who wrought this great change may be judged from a statement he made while walking the deck of the ship from which, eight months before, he had destroyed

the last prop of Spain's sovereignty in the far East: "I do honestly think that the retention of these islands would be the wisest course to pursue. American trade is, next to the British, the most important in China and the far East, and to foster, protect and increase that trade we want that local influence in these waters that an actual occupation can alone insure." And turning, he waves his hand toward the starry-flag that floats over the old green walls of Fort Santiago: "I hope it will float there forever." [Major G. J. Younghusband in "The Philippines and Round About."]

The world admires devotion to duty, and it is this trait of character beyond all others which has given our Admiral the proud position he now holds. "Proceed to the Philippines and capture or destroy the Spanish fleet." It is his fulfillment of this brief but explicit order that has brought undying fame. On this account Americans unite to honor Admiral Dewey as the type of all that is most noble, most loyal, most brilliant and most modest in American seamanship.

Dewey was not chosen from among many, except by a guiding Providence, for his great mission to the Philippines. He simply happened to be in command at the hour of need, and did what is expected of every American seaman, from the admiral on the quarter-deck to the fireman in the stoke-hole—his duty. Americans believe that the order would have been carried out to the letter by any flag-officer in the United States navy. Nevertheless the man upon whom the task fell accomplished it under such extraordinary conditions, with such consummate skill and brilliancy, that the whole world was thrilled by the deed, and the instrument of its accomplishment made for himself a name which shall forever hold a place in the world's galaxy of naval heroes.

Biography is the life of history. The world at large is not so much interested in the things that have been accomplished as in the men who have accomplished them. There are comparatively few who can detail the campaigns of Cæsar, Alexander or Napoleon, and yet everybody knows of them and associates each with some particular period of the world's history as being representative of that period. Men of this kind are a part of their times. The years before and the years after such an one are inseparably connected with his career. What he accomplishes is but the resultant of certain forces which have been operating for ages, and will in turn have its effect on future ages.

Here and there one such stands out beyond his fellows. The forces at work have carried him beyond the mass of his associates. But on this account he is none the less representative of his times. Such individuals become "beacon-lights of history," and the whole series of historical events seems naturally to divide into groups of which these representative individuals are the respective centers.

It is when we study Dewey as representative of the age and of the American people that he becomes the center of greatest interest. Is he exceptional in his development, and does he occupy a place apart from the American people? Or is he in harmony with his race and his age? Is he the representative American acting as the representative American should act under such circumstances as surround him?

We prefer to think of him in the latter way. To us he represents the American people. The victory achieved by him was just as truly a victory of Americanism as it was a victory of Dewey. By thus considering his career when we study it, we study ourselves; and when we compare his achievements with the achievements of the past, we see what progress we as a nation have made.

Let us as Americans not boast of our victory, but let us rather give thanks to Him who rules the sea and whose hand shapes the destinies of men, that the honors of so great a victory rest upon one in whom are combined the most glorious traditions of American seamanship, honor and humanity.

Career and Triumphs of Admiral Dewey

CHAPTER I.

ANCESTRY



"CORONA VENIET DELECTIS"—"The crown will come to the deserving." This is the prophetic motto borne by the Dewey coat of arms. For ten generations, extending through nearly three hundred years, the ancestors of George Dewey have lived upon the soil of America. The earliest settler of the name of Dewey in this country was Thomas Dewey, who came to America from Kent, England, in 1633, and landed at Boston. In October, 1635, accompanied by a party of sixty emigrants, he started from Dorchester, Massachusetts, plunged through the unbroken wilderness of those forest regions, and formed the settlement that is now the town of Windsor, Connecticut. An old plate of Windsor shows his first rough home near the palisado, or fort.

From time to time Thomas visited Dorchester, but always returned to Windsor, which was beyond doubt his permanent home. In March, 1638, he married the widow of Francis Clarke, and had five children, Thomas, Josiah, Israel, Jedediah and Anna. These names may be traced through all the subsequent generations of the family. Thomas died at Windsor, April 27, 1648.

From pedigree 108 of Browning's "Americans of Royal Descent" (Philadelphia, 1897) the curious and interesting discovery is made that the pedigree of Hepzibah Lyman, wife of Josiah, second son of Thomas Dewey, and the maternal ancestor, nine times removed, of the Admiral, may be traced to Alfred the Great, King of England. The pedigree referred to is as follows:

Alfred the Great, King of England, had
Edward the Elder, King of England, second son, who had
Princess Edgina (widow of King Charles III., of France), who married secondly, Henry, third Count de Vermandois, and had
Humbert, fourth Count de Vermandois, who had
Lady Adela de Vermandois, who married Hugh Magnus, fifth Count de Vermandois, son of Henry I., King of France, and had
Lady Isabel de Vermandois, who married Robert, first Baron de Bellemont, created Earl of Leicester and Mellent, and had
Robert, second Earl of Leicester, Lord Justice of England, who had
Robert, third Earl of Leicester, Steward of England, who had
Lady Margaret de Bellemont, who married Sieur de Quincy, created Earl of Winchester, 1207; died 1219, leaving
Roger, second Earl of Winchester, Constable of Scotland, married Lady Helen, daughter of Alan, Lord of Galloway, died 1264, leaving
Lady Elizabeth de Quincy, who married Alexander, Baron Comyn, second Earl of Buchan, grandson of Richard, Baron Comyn, Justiciary of Scotland, and his wife, Lady Hexilda, granddaughter of Donald Bane, King of Scots, who had
Lady Agnes Comyn, who married Gilbert, Baron de Unfraville, and had
Gilbert, Baron de Unfraville, Earl of Angus, by right of his first wife; married Matilda, Countess of Angus, and had
Robert de Unfraville, second Earl of Angus, who had by his second wife, Lady Alansee,
Sir Thomas de Unfraville, of Harbottle, younger son, who married Joane, daughter of Adam de Rodan, and had
Sir Thomas de Unfraville, Lord of Rittesdale and Kyme, who had by his wife, Lady Agnes,
Lady Jane de Unfraville, who married Sir William Lambert, of Owlton, Dunham, and had
Robert Lambert, of Owlton, father of
Henry Lambert, of Ongar, Essex, father of
Elizabeth Lambert, who married Thomas Lyman, of Navistoke, Essex; died 1509, leaving
Henry Lyman, of Navistoke and High Ongar, who married Alicia, daughter of Simon Hyde, of Weathersfield, Essex, and had

John Lyman, of High Ongan, who married Margaret, daughter of William Gerard, of Beauchamp, Essex; died at Navistoke, 1589, leaving

Henry Lyman, of High Ongan, whose son,

Richard Lyman, removed to Roxbury, Massachusetts, in 1631; died 1640, at Hartford, Connecticut, of which he was one of the original proprietors, leaving issue by his wife Sarah,

Robert Lyman, who married Hepzibah, daughter of Thomas Bascom, and had

Richard Lyman, of Windsor, who married Hepzibah, daughter of Thomas Ford, and had

Hepzibah, wife of Josiah Dewey. (Date of marriage, November 6, 1662.)

It is not, however, to the highly diluted strain of royal blood that is here shown to run in Admiral Dewey's veins that any quality of the man will be attributed. It is rather from the sturdy character of his immediate ancestors in this country, the conquerors of the wilderness, that his manhood inheritance came.

Josiah Dewey was an officer of the "train bands," a sort of militia famous in the Indian wars of early colonial days. In the war of the Revolution we find William Dewey, the Admiral's great-grandfather (born at Lebanon, Connecticut, January 11, 1745), serving as corporal in Captain Worthy Waters' company of Hebron minute-men, who answered the call from Lexington in 1775. Later he was a corporal in Colonel Clark's regiment of militia, which marched from Concord in September, 1777, to join the forces of General Gates, held in readiness near Saratoga to meet and defeat the British general Burgoyne. As shown by the adjutant's office records of his state, he subsequently served in a company of infantry commanded by Captain Payne. William Dewey's wife was a granddaughter of George Dennison, one of Oliver Cromwell's captains of foot. Rev. Jedediah Dewey was known as the

FIGHTING PARSON OF BENNINGTON

A title he obtained in the stormy days when both New Hampshire and New York claimed the Bennington district. Unfortunately, the royal grants overlapped, and in the conflict which followed the Green Mountain boys were left to take care of themselves and maintain a sort of sovereignty by right of possession, independent of either colony.

During this time the Parson's sermons were much on the order of philippics, hurling defiance at the authorities of New York under Governor Tryon. As a result a reward of £100 was offered for the capture of Ethan Allen, and £50 each for the capture of Parson Dewey and seven others. Affairs were in this unsettled condition when the echoes of Bunker Hill penetrated the Green Mountains.



STATUE OF ETHAN ALLEN IN THE PORCH OF THE VERMONT STATE-HOUSE

"TICONDEROGA"

Parson Dewey at once preached another of his "war sermons," this time against a common foe, and as a result the famous expedition against Fort Ticonderoga was organized. Ethan Allen was the leader, and the parson's son Elijah was the second in command. Their dash and daring resulting in the capture of the fort "in the name of the great Jehovah and the Continental Congress" has a close parallel to the similar qualities of our own Dewey.

It is added, as an item of historical interest, that in true New England style the Parson held a thanksgiving service in commemoration of the victory. In a prayer of great length he recounted the exploits of the Green Mountain boys, and made mention of many of them, including his son Elijah, by name. As the prayer grew in length it began to look as though Allen was not going to be mentioned by name, and at last,

unable to contain himself longer, he arose in his seat and called, "Parson Dewey!" Upon the Parson opening his eyes he exclaimed, "Please mention to the Lord that I was there, won't you?" Parson Dewey proceeded without noticing the interruption.

Elijah was captain of a company of the famous Green Mountain boys who fought with General Stark at the battle of Bennington. Elijah's wife served as his commissary. Edward Dewey was a captain in the Civil War.

CAPTAIN SAMUEL DEWEY

A digression may here be permitted for the purpose of introducing a couple of anecdotes of Captain Samuel Dewey, a sailor of Cape Cod.

Captain Dewey was in many respects strongly like his now famous relative. Though a seaman, noted for his courage and skill, he was never attached to the navy. He was a native of Falmouth, Massachusetts, where he was born February 4, 1807. His father was Captain Samuel N. Dewey, of the Third United States Artillery, a veteran of the Revolution. At the age of thirteen he went to sea as a cabin-boy in an East Indian trading-ship, and met with several romantic adventures, which he was fond of narrating in later years.

During one of these East Indian voyages an incident occurred which possesses a singularly characteristic Dewey flavor, and may be here given as an illustration of the young mariner's persistency. While in India young Dewey, who was then about seventeen years of age, came into possession of a young pig. The animal soon became a general pet aboard the vessel, but there was one sailor who could not resist the temptation to worry the beast whenever an opportunity presented itself.

One day while the pig was nosing about the feet of the men while they were at mess, this sailor placed a cup of hot tea before the animal, which promptly plunged its nose into the liquid. For several minutes the ship resounded with the squeaks of the injured animal, and its owner, not daring to protest, did what he could to alleviate the suffering of his pet. He resolved, however, to punish the bully for his cruelty, but wisely kept his resolution to himself.

Upon his arrival in Boston young Dewey went to a colored pugilist, whom he paid to teach him the art of self-defense. Two years later he went to a vessel on which, as he had learned, the offending sailor was engaged. Finding the man of whom he was in search, he told him

he had come to obtain satisfaction for the cruelty to which the pig had been subjected. A fierce fight ensued, and Dewey did not leave the vessel until his enemy was beaten into unconsciousness.

At the age of twenty-seven Dewey, who had in the meantime attained the rank of captain in the merchant marine, made his last voyage, and shortly after this, in the year 1834, he became the hero of an exploit which made him famous throughout the country.

The United States frigate Constitution, the famous "Old Ironsides," had just been reconstructed and launched at Charlestown, Massachusetts. At this time a bitter fight was being waged between the Whigs and Federalists, Andrew Jackson, then president, being the leader of the Federalists. Commodore Elliott, the commander of the Constitution, was a stanch Federalist, and in order to give expression to his admiration for the president he adopted a wooden representation of the head of Jackson as the figurehead of his vessel. The action of Commodore Elliott was vigorously condemned by the Whigs and hailed with satisfaction by the Federalists.

Young Dewey, an ardent Whig, declared that the head of Jackson must come off the ship, and made preparations to remove it himself. Accordingly, one dark, stormy night he set out alone in a skiff and made his way to the famous frigate. In order that people passing over Charlestown bridge might the better see the sculptured features of the president on the figurehead, the commodore had moored the vessel in such a manner that its head was up-stream. Two other frigates, one on each side of the Constitution, were lying only a short distance away. The wind and the rain were beating so fiercely upon the ships that the sentinels on board had gone under cover, and the approach of the adventurous Dewey was unobserved. As his frail skiff was tossed beneath the bowsprit of the Constitution, Dewey seized a chain, and making fast his boat, climbed up the chains to the objectionable figurehead. Between his teeth he carried a saw. Groping about in the darkness the young iconoclast at length got hold of the head, and lying with his back on the chains, without further ado set to work. Owing to the fact that the Jacksonian neck was surrounded by a high, thick wooden collar, Dewey decided to saw through the head at a point immediately below the ears. He was thus confronted with the task of cutting through a piece of tough oak about eighteen inches thick.

In an uncomfortable position, with the storm howling around him and the leaping waves sending up spume from below, this was a formidable task, and it was over three hours before the head was severed. Then, almost exhausted with his efforts, the young captain tossed his saw into the river, and bearing with him the head of Jackson as a trophy, slid down to his half-immersed skiff. He reached the shore in safety, and received the congratulations of several friends whom he took into his confidence.

The next day the loss of the head was discovered, and the deeply chagrined Federalists spared no effort that would enable them to discover the identity of the person who had made off with the head of an American president from an American war-ship. For several days Dewey and his friends kept the secret to themselves. Then having occasion to visit Philadelphia, Dewey took the head with him.

One morning he entered the office of Henry C. Carey, the well-known publisher and author, to whom he confided his secret. In accordance with Dewey's request Carey consented to keep the head until the young captain should be pleased to take it away. Later in the day, however, Carey sent a messenger in hot haste to Dewey's hotel, requesting him to take the thing away at once, as he feared that its discovery in his place would jeopardize his life. Dewey thereupon hastened again to Carey's office and took the head to his hotel.

The next day Dewey went to Washington, and the head went with him. He called at the White-House, but upon learning that the president was seriously ill, he sought and obtained an audience with Vice-President Martin Van Buren, to whom he offered the head. Van Buren referred him to Mahlon Dickerson, the secretary of the navy. When this dignitary learned the object of the young man's visit he threatened to have him arrested on a charge of treason; but finally assured by Dewey that this disposition of the matter was not entirely practicable, he desisted, and accepted the head, which is now in Brooklyn, in possession of the Dickerson family.

The enraged secretary asked the president what punishment should be meted out to the culprit, but when Jackson saw the head he only laughed, and said, "That is the most infernal graven image I ever saw. This Dewey did perfectly right. Give him my compliments and tell him to saw off some more."

Captain Samuel Dewey died June 16, 1899.

The Dewey coat of arms is thus described by Burke: "Sa., on a fesse between three dragons' heads, erased or, langued gu, as many cinquefoils of the field;" which means: Upon a field of sable (black) appear three dragons' heads in gold; between them upon a fesse (bar), across the shield appear three cinquefoils (five-leaved clovers). The crest above the shield is a dragon's head between two dragons' wings expanded, sable, on each a gold five-leaved clover. These arms were granted to Simon Dewey, Baron of Stow Hill, in 1629.



THE DEWEY COAT OF ARMS

Some further extension of the genealogical tree developed in the first part of this chapter would trace the descent of the Admiral back to Hugh Capet, and even to the legendary kings of Norway. Whether there is any virtue in such distinguished descent or not, the Deweys are quite content with the record of the American branch of the family. The old saying that "blood will tell" is clearly vindicated in the Dewey record. They are a race of warriors, in times of war battling for their country and in times of peace ardent supporters of individual liberties and civil rights.

The original American pioneer of the Dewey family seems in early manhood to have become a dissenter and to have emigrated to America in the pursuit of religious liberty.

Perhaps no more forceful comment on Admiral Dewey's ancestry can be given than to quote the Vermont "Watchman" of May 30, 1877, the day after Dr. Julius Y. Dewey's death. It said:

"He was a man of decided convictions, which he never hesitated to avow and defend; courageous and aggressive in everything he undertook, he wrested from those who differed from him a respect for his fearlessness, and his uniform success won a high regard for his sagacity.

In his religious views he was a strong Episcopalian. His family relations were exceptionally pleasant, and he was never happier than when surrounded by his household. He was one of the most public-spirited of our citizens, and his contributions toward railroads, churches, schools and hotels were frequent and heavy, and his influence was always exerted toward building up Montpelier, a town which he loved. A transparently honest man himself, he had a profound hatred of all shams and all frauds, and was never backward in denouncing them." Such is the sturdy stock from which sprung Admiral George Dewey.





DEWEY HOMESTEAD, WHERE ADMIRAL DEWEY WAS BORN, MONTPELIER, VERMONT

CHAPTER II.

BOYHOOD AND EDUCATION

GEORGE DEWEY was born at Montpelier, Vermont, December 26, 1837. In Montpelier the Dewey family has long been one of the first, by virtue of the sterling qualities that make for character. There is no bar sinister on their arms, no blot on their family escutcheon. Simple, unaffected and straightforward folks always, the Deweys have a family character as easily identified in Vermont as the family character of the Clays in Kentucky.

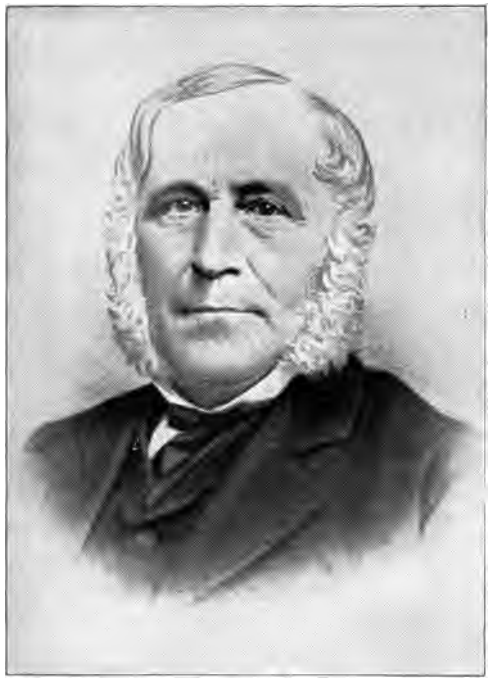
Firmness is a Dewey trait. They ask few favors. They never put themselves under obligations which would in any way embarrass them, or take away their right to free thought and action on any and all subjects, according to their consciences. They are the personification of independence, and yet they are not aggressive in their display of it. Always cordial without being too much so; always dignified without being cold; always considerate, always quick to see and understand, the Deweys are as good an example of the best Yankee type as could be found in the New England states.

His father was a busy physician, and had amassed some wealth as founder and manager of a local life insurance company, a business in which he has been succeeded by Admiral Dewey's brothers. The building occupied by their company is pointed out to all visitors to Montpelier, which is not a bad thing for the company, it being said that the business has largely increased in the last year.

Built of brown stone is this building, modern and ornate, with large plate-glass windows, the interior finish of fine woods. In a large office in the rear of the second floor sits the president of the company, Charles Dewey, eldest brother of the Admiral. Always accessible,

Charles Dewey never lacks time to give a visitor a cordial greeting. He has a full measure of the Dewey courtesy, and in approachability and courtesy it can be said he is in marked contrast to most men at the head of large business enterprises.

In his office the eldest brother of the Admiral has always before him, on the wall opposite his desk, a large three-quarter-length portrait of Dr. Dewey, founder of the business.

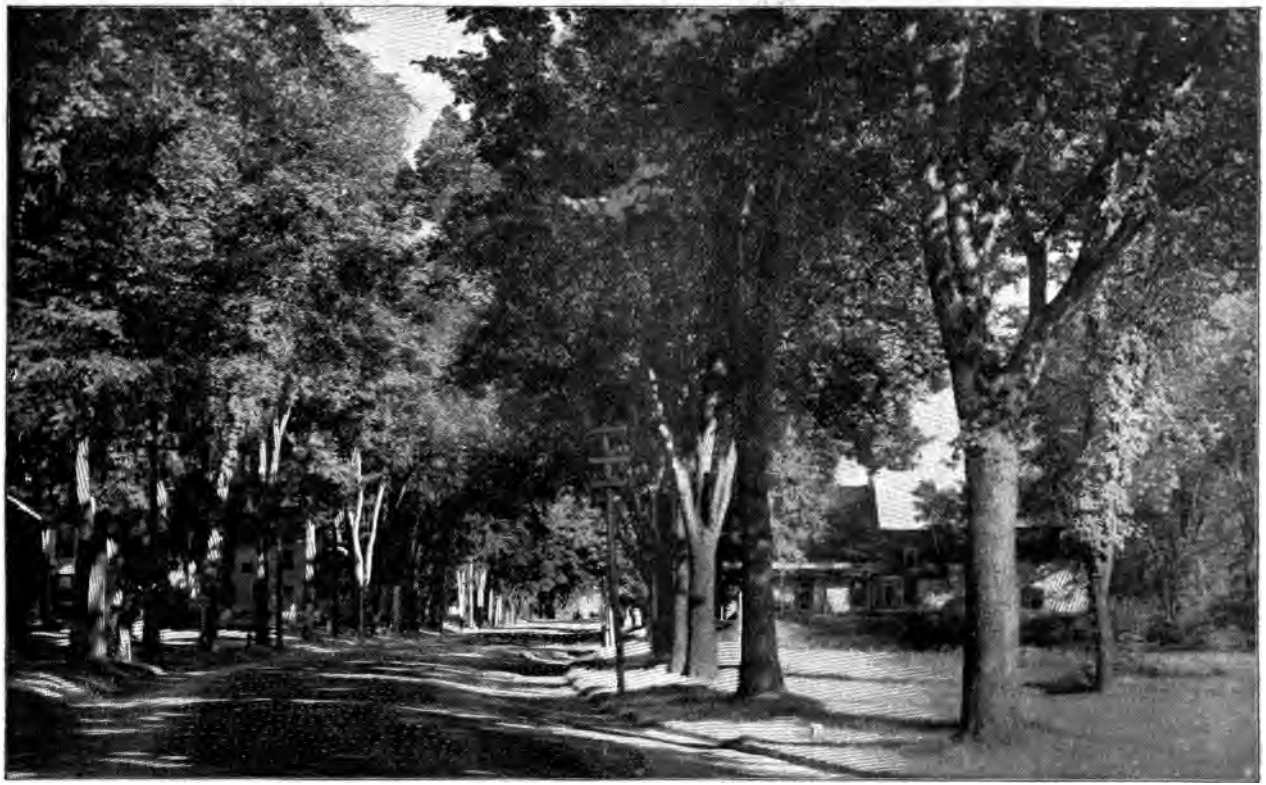


DR. JULIUS Y. DEWEY
Father of Admiral George Dewey

One day while seated at his desk, in the course of a conversation about the Admiral this elder brother said:

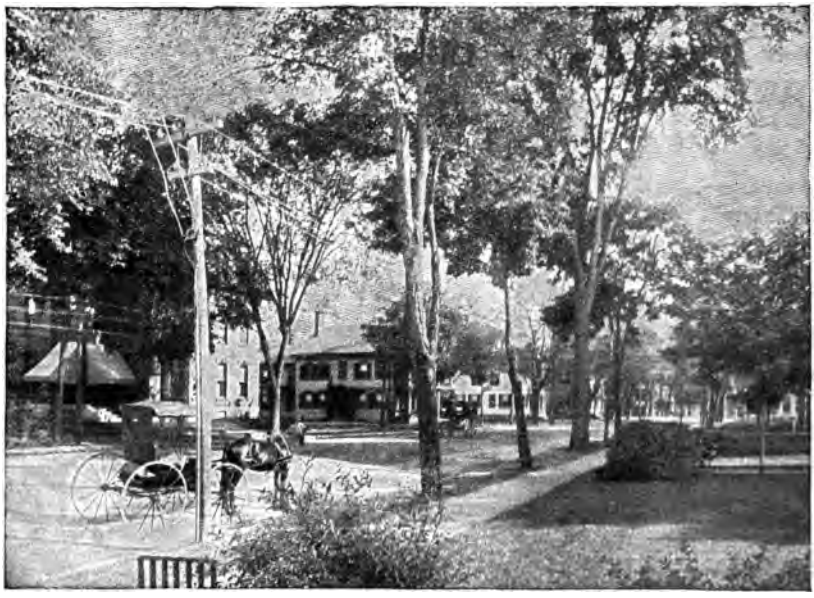
"How proud our dear father would have been" —looking at the firm yet kindly old face on the canvas—"could he have lived to see the honors that have come to my brother George! And yet I love to think that he knows, and our good mother, too, who died when George was a little boy. How I wish my father might have lived to see a statue of his son on the portico of the state-house, if one is to be put there! The front door of our old home where George was born was opposite the state-house entrance before the house was moved down State street."

His mother dying when the boy was but five years old, he was left in the care of his only sister, Mary. From all accounts her discipline was not of the strictest sort, for if reliance is to be placed upon the accounts of his boyhood friends, the youth, like Nelson and Clive, was the "worst boy in town." There are no reports, however, that his pranks



STREET IN MONTPELIER, VERMONT, SHOWING THE DEWEY HOMESTEAD ON THE RIGHT

were of a vicious nature, and the term "worst" is subject to some explanation. He was a boy in every sense of the word; exuberant, daring and belligerent, but with nothing vicious or low in his nature. "George," says his sister, "was always a good boy; brave and fearless. There was nothing cowardly about him. If I could tell of all his thoughtfulness when we were a boy and girl together it would fill a book." And then she pays him one of the finest compliments ever sister paid to brother: "And now," says she, "the once daring, prankish boy is a quiet gentle-



UPPER MAIN STREET, MONTPELIER, VERMONT

man of finest feelings, thoughtful, kind and loyal; not so effusive as many persons, but sincere, and a friend to trust in time of trouble."

The scene of his earliest amusements was the Onion river, which flowed through the country not far from his home, and one of his favorite sports was to make and sail small boats in the stream. This doubtless was a common pastime among his playmates, but the omen is reinforced by the statement of a relative that "almost from the time he could talk his hopes, his ambitions, his whole life, were of the sea."

Another thing which may have turned his thoughts to the sea was a favorite ballad of his father which told the story of "The Poor Little Child of a Tar." George would cry with sympathy for the suffering child, and laugh with joy when the little one finally found its father.

How much his reading may have influenced him in a similar way is also a matter of conjecture. It is said the first bit of fiction he read was "Robinson Crusoe," and his favorite book as a boy was the story of Hannibal crossing the Alps. His sister tells how, taking her for



THE WINOOSKI, OR ONION, RIVER AT LOWER STATE STREET, MONTPELIER

a body-guard, he started on the snow crust to climb the steep hill just back of the state-house, imagining himself Hannibal; and he did not give up until he reached the summit. Remembering the effect such things have had on the career of others we may well believe that these influences contributed somewhat to making him the man of to-day.

Another side of his nature was shown in his liking for miniature theatrical exhibitions. In these, as elsewhere, he wanted to "run things," and difficulties were not allowed to stand in his way. On one



RESCUING THE PRINCESS FROM A FEROCIOUS ALLIGATOR

occasion the child who was the "lady star" was away, and George insisted that his sister should take her place. She pleaded that she did not know the part. "Well," said the juvenile manager, "make it up as you go along, then. The performance must go on." And it did go on.

On another occasion the boy was some mythical warrior and the girl a forlorn princess about to be devoured by a sea-monster. They carried their play into very realistic action. A neighbor who watched the scene said: "I saw Mary wade out into the river where the water was up to her knees, and then George, with a wild yell, dashed out after her, brandishing a big stick, with which he beat the water in every direction. He threw his left arm around her and escorted her to the shore. When they came back up the bank I asked what the matter was, and to my utter amazement the little girl said, 'I was being rescued from a ferocious alligator.' "

DEWEY'S ONLY DEFEAT

At the village school he was the terror of the teachers so unfortunate as to be placed over him. By the harassing methods so often employed by the country school-boy of half a century ago he had driven away in despair more than one preceptor, when, fortunately or unfortunately for him, a teacher arrived who proved that he was well able to cope with the youthful tyrant. This teacher, Mr. Z. K. Pangborn, is now living to tell the story of Dewey's only defeat. Promptly upon the day of the new teacher's arrival Dewey and his fellow-students organized an attack. He was greeted from ambush by a bombardment of snowballs carefully iced for the occasion. The next morning Pangborn subdued the boys who had participated in the assault—all of them except Dewey, who was careful to keep himself out of the reach of capture. The teacher was a slender young man of nineteen, and a student at the Vermont University. He had accepted the post at the Montpelier State street school in order to make money enough to pay his college expenses. Despite his age he was not daunted by the young miscreant, who must be conquered if the teacher wished to retain his position.

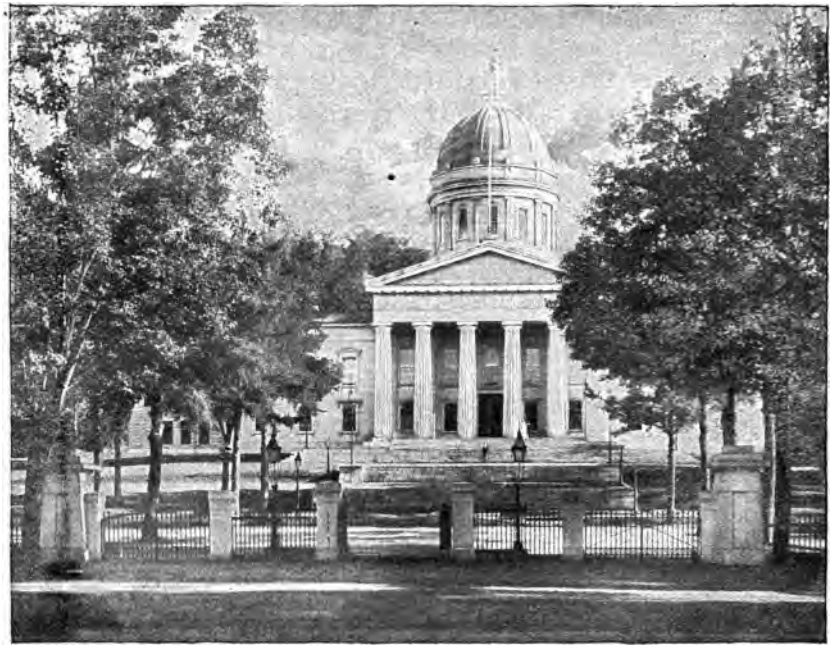
"When I sent for George Dewey," Mr. Pangborn says, "he returned answer that I might go to the devil." Later he climbed up into the cupola of the old state-house, and pelted the younger children with hard snowballs.



WHERE DEWEY WENT TO SCHOOL UNTIL HE WAS TWELVE YEARS OLD

School went smoothly that day, but there were indications that showed the teacher that trouble was brewing. So he provided himself with a rawhide whip, which he tucked away over the door, and then placed several sticks of good hickory on the top of the pile in the old wood-box.

Next day the fun began. Another boy who was disorderly was told to take his seat. He did so, and seven of the big boys joined him on



THE VERMONT STATE-HOUSE

On the porch of which stands the statue of Ethan Allen at the right of the door. It is proposed to erect a statue of Admiral Dewey on the left

the bench. Then Dewey stepped up and informed the teacher that they were "going to give him the best licking that he had ever had."

"Go to your seat!" commanded the teacher, who was not so big a "man" physically as either of the two boys mentioned.

Dewey struck out, and the next instant the rawhide was playing catch-and-go all over him. The other "biggest boy" entered the fight,

and was promptly laid low with a blow from one of the hickory sticks. Dewey was by this time lying on the floor howling for "quits" and the other boy lay near him unconscious. The rebellion was over, and Mr. Pangborn had no further trouble with that school.

He took Dewey home to his father and reported that he had brought him his son "somewhat the worse for wear, but ready for school-work."

"Thank you," replied Mr. Dewey. "I guess George will not give you any more trouble. He will be at school to-morrow."

The father of the other boy tried to get a warrant for the arrest of the school-teacher, but there was not a magistrate in the county who would issue one. They said that if anybody had been found who could govern that school he was the man for the place.

It is also related that some of the boys, not fully satisfied with their first defeat, heartily favored a second attack, but were promptly thrashed into submission by the pugnacious Dewey. Years after these events he was wont to visit Major Pangborn at his home in Boston, where the former teacher was editor of the old "Atlas and Bee." On one of these visits he said to him, "I shall never cease to be grateful to you. You made a man of me. But for that thrashing you gave me I should probably now be in the state prison."

Dewey was at this time a young lieutenant in the navy, and a chum of Major Pangborn's brother, who was also a young naval officer.

It is always the case that when a young man comes to renown the pranks of his boyhood days are brought most prominently to the front. This tendency in the case of Admiral Dewey may perhaps justify the following lament of the Chicago "News:"

They say when Dewey went to school
  He was a wicked boy;
That, as a rule,
  It pleased him to employ
Himself in bending pins,
  And throwing paper-wads
And planning other sins;
  And now, ye gods!
He stands sublime,
  And every school-boy in the land
Will spend his time
  In imitating Dewey, and

Imagining that they alone
  Who only fool
  Around at school
May win applause when they are grown!
Ah! why did Dewey's teacher tell
  This sorry truth?
Why did he cast this evil spell
  Upon our youth?
Why didn't glorious Dewey lead his class?
Alas! Alas!

We have another incident of about this date, showing boyish pluck and fearlessness. One evening he was sent to drive home the cows from pasture, and to avoid the trouble of walking he hitched up the old family horse, and took another boy along for company. When they reached the river they found it swollen and very dangerous, and his companion urged George not to attempt to ford it. But the lad was not to be balked by anything so familiar, and he drove into the stream. In a few minutes the horse lost its footing, and then the wagon-box floated clear of the front wheels, wrecking the adventurous pair in the swiftly flowing water. The boys clung to the floating box until it began to fill, and then clambered out on the horse, which was carried down-stream, and finally reached shore with two very wet and frightened boys on his back.

When Dr. Dewey discovered this escapade George was in bed, and his father went up to the room to reprove him for his recklessness.

"Well," came a sobbing voice from under the bed-clothes, "you ought to be glad I wasn't drowned."

He seemed always to look upon his escapades in much the same light, as upon falling from a tree and breaking an arm, he excused himself to his father, saying:

"Well, you ought to be glad I didn't break both of them."

Dr. Dewey accepted this logical view of the matter and the boy was restored to parental favor.

In Dewey's boyhood an imposing feature of all military parades was a corps of sappers and miners. These wore shakos of fur a foot and more in height, and were armed with axes, which they carried as the ordinary militiaman carries a musket. The Montpelier school-boys had one or two small companies of cadets, or rather play-soldiers, and

young Dewey was anxious that the squad to which he belonged should surpass all the rest.

One fine Saturday afternoon there was a commotion upon the streets, and a corps of juvenile sappers and miners appeared in a procession. Each boy carried an ax, which had been polished for the occasion, and on his head wore fastened by a strap around the chin a huge fur cylinder, which upon closer scrutiny proved to be a lady's muff.

Dewey had discovered the availability of that article of ornament, and every boy whose mother owned a muff had appropriated it and arranged it for the occasion. The sappers and miners got about three blocks from their starting-place, when it is said they were ignominiously attacked, captured and spanked by a body of irate mothers, aunts and grandmothers.



GENERAL ALONZO JACKMAN
Dewey's Military Instructor

After a year at Morrisville Academy the youth was sent to Norwich University, at Northfield, Vermont, a military training-school for West Point. His father had chosen a military career for his son, though the latter much preferred the navy. Dewey's career at Norwich was doubtless the most important in the formative period of his life. It was here that he obtained his first instruction in military science, from General Alonzo Jackman, the soldier who afterward organized the militia of Vermont and sent to the front in the Civil War the best-trained recruits to be found in the Union army. He was a disciplinarian, and held his young pupils to strict accountability. Jackman's instruction probably clung tenaciously to Dewey's mind. Nor is the latter alone in a record that reflects its glory upon the teacher, for next to the national academy Norwich University has probably a larger list of great graduates than any other educational institution in the country. General Grenville M. Dodge, who has a brilliant Civil War record, is one of these. He is the donor of Dodge Hall, near which the Dewey memorial at Norwich is to be erected. Others are Brigadier-General George B. Buell, Brigadier-General E. B. Williston and Rear-Admiral C. C. Carpenter.

Dewey was the third Norwich student to command the fleet in the Pacific. Rear-Admiral Carpenter was in command of the Pacific station during the Chino-Japanese war. The other was Commodore Josiah Totnall, who assisted the British at Pei-Ho, where he made the famous declaration that "blood is thicker than water," in explanation of his brave but rash support of the English ships.

Norwich was the first scientific and classical as well as the first military institution in the United States. It is the only one to this day



OLD NORWICH. THESE BUILDINGS WERE BURNED

that had the power to confer degrees for proficiency in military science. No specific time for completing the course was determined, but it usually took six years.

Mr. N. L. Sheldon, of Boston, president of the Norwich alumni, has supplied some interesting details of Dewey's life at the university. "It was in the fall of 1851," says Mr. Sheldon in the "New England Magazine," "after having received some special preparation, that Dewey became a cadet at Norwich, and he remained there over three years. Soon after his son entered Dr. Dewey became one of the university

Even here his penchant for mischief frequently got him into trouble. The favorite punishment in the institution was to compel an offender to stand guard in front of the university for a certain number of hours. By reason of this fact Dewey's was soon the most familiar face to the townspeople. One day while the harum-scarum boy was marching up and down and going through a voluntary drill performance, a sympathetic villager stopped him and asked, "My son, you have a very nice face; why do you do things which render needful your punishment and your always being kept on guard?"

Not a muscle changed in the youngster's features, although his eyes twinkled, as he answered, "I don't mind telling you, sir, that it's the only way in which I can get the exercise I need."

In the summer of 1853 the faculty of Norwich received from the government two six-pound field-pieces, with limbers, to replace the antiquated cannon in use at that time. The story of how they were taken from the railway-station to the parade-grounds shows that the strategic quality of the Dewey at Manila was well developed in the cadet of sixteen. The story is told in a fellow-cadet's diary as follows:

"We have had an exciting time this afternoon. The new guns arrived by the morning train, and we took the old pieces down and drew the new ones to quarters. . . . It was a tedious job removing them from the car. . . . . Unloaded and limbered up, Ainsworth and Munson chose squads to draw them to the parade-ground. I chanced to be in Ainsworth's squad.

"Ainsworth's squad wanted to lead, but as Munson's squad had the road ahead and we were at the side and in sandy gutters, it was doubtful how we were to do it. They started off with a fine spurt, getting a big lead. Going up the hill where the hill was broadest, we steadily gained until only the length of the trail in the rear; then we gathered and started on a run, passing and keeping the lead with cheers and great glee. Climbing the hill we proceeded more slowly, Munson quietly in the rear, on our way round the north barracks and then through the usual gateway to position.

"As we entered the village near the southeast corner of the parade, we noticed Munson's squad, apparently under the lead of Dewey, making for a short cut across the grounds, first breaking down the fence for passage. Now our efforts were redoubled, and the boys of the other

squad declare that they never saw fellows run as we ran, or expect to see a gun jump as that six-pounder bounded along the main street and around the corner. But we led; round the north barracks at double quick went gun and gun-squad, entered the barrack-yard and placed the gun in position before the west front of the south barracks, giving three cheers for number one, to the chagrin of number two, just approaching position. . . . It was a great race, and pleased the faculty exceedingly."

By recent legislation Norwich University is recognized as the military college of the state of Vermont, and is given a board of visitors and



Dodge Hall Cadet Barracks

NORWICH UNIVERSITY

an annuity of six thousand dollars. This special recognition and assistance were given to the institution in view of the fact that Admiral Dewey expressed his high regard for the school, and said that Vermont could not express in any more fitting way whatever regard it might feel for him than to substantially aid the university where his military training was begun.



DEWEY HALL, NORWICH UNIVERSITY, NORTHFIELD, VERMONT

The Admiral's alma mater has honored him in a fitting way by a memorial hall, the ground for which was broken on the first anniversary of the battle of Manila bay, by Captain Clark, who brought the Oregon from San Francisco to Santiago. It is located on high ground between Dodge Hall and the old north barracks, where it will form an axis for future additions to the college buildings. The plan to erect a hall was the suggestion of Dr. Allan D. Brown, a retired naval officer, occupying the presidency of Norwich. On this occasion President Brown spoke as follows:

"The glorious action in Manila bay tore from Spain the colonies she had used for her own selfish purposes, opened a new epoch for the United States and changed the map of the world. This great sea fight, in the tactics, execution and completeness of its results, takes rank with the greatest actions that are recorded. It has shown us that we can no longer pretend to greatness without doing our share of the work which that means, and that we must 'take up the white man's burden,' and not expect others to do it for us.

"Our purpose to-day is not only to honor Norwich's greatest son, but to begin a work we believe is destined to be a memorial of the great action at Manila, and also an incentive to patriotism to future students in Dewey Hall, who shall learn to emulate his virtues, and learn like him to be equal to the emergency when the chance shall come to them."

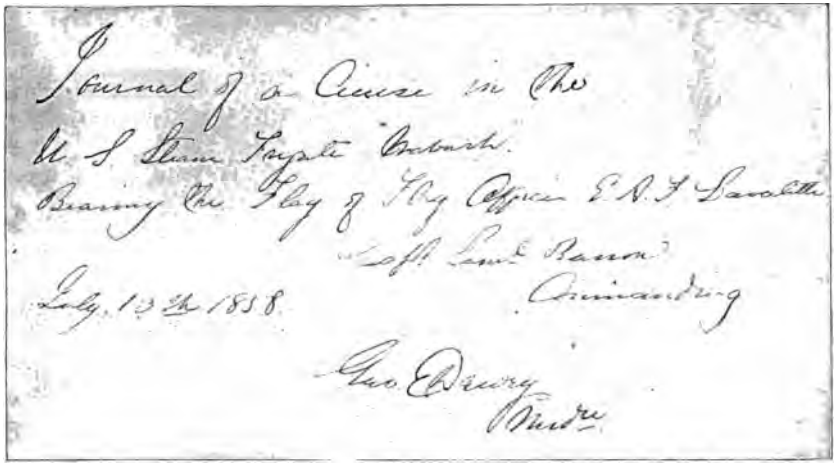
The building as it is described by the architect, Bradford Gilbert, consists of a central hall and two wings; the hall is hexagonal in plan, and rises above the flat roofs of the two wings in a "clere story" supporting a low circular dome. Projecting from the central hall between the two wings, which converge toward the front, is the entrance-portico, with two Ionic columns "in antis," carrying an enriched pediment. Above the entrance-door is a trophy emblematic of the navy, and on either side are tablets for appropriate inscriptions. The predominating feature of the design is the central hall. It is open from floor to dome.

Opposite the entrance-door a grand staircase leads to a gallery at the second-floor level, from which access is had to the surrounding rooms. Upon the walls spaces are provided for memorial tablets and framed historical documents. In the center of this hall, which is thus to be made the center of interest, in front of the staircase and in view from the entrance, will be placed a statue of the Admiral.



PRESENT CADET QUARTERS, NAVAL ACADEMY, ANNAPOLIS, MARYLAND

It was the pugnacious element in Dewey's character that made him what he is to-day, a leading American, at whose shrine the brave and fair stand side by side to pay homage. He would fight. His father had intended him for some sphere where fighting was obnoxious. One day Dr. Dewey was thoroughly aroused to the necessity of teaching George a lesson. He called the youngster to him and said: "You won't stop fighting, and I am going to send you where you will have to fight. I am going to send you to Annapolis and get you in the navy." Instead of this having the expected quieting effect, it had the reverse, and George surprised his very angry father by shouting "Hooray!"



TITLE PAGE OF SHIP'S JOURNAL OF DEWEY'S FIRST CRUISE, KEPT BY DEWEY

It would have been most natural if Dewey's associations and training at Norwich had turned him from his desire to enter the navy, but this was not the case, and in 1854 he was named, through the influence of Senator Solomon Foote, of Vermont, an alternate to George Spaulding, a schoolmate of Dewey's. Unfortunately for Spaulding, but we must believe to the satisfaction of the alternate, the former was unable to pass his examinations, and Dewey remained at Annapolis. September 23, 1854, was the date on which he entered the Academy.

Here the splendid discipline of Norwich was supplemented by the higher and more scientific training that our naval officers have always

received since the establishment of the Academy. There were fourteen men in the graduating class of 1858, and Dewey stood fifth. After his graduation he was ordered to the steam-frigate Wabash, which cruised with the Mediterranean squadron until 1859, when he returned to Annapolis to stand for his final examinations.

It is generally recognized, even by foreigners, that the personnel of American naval officers is of a higher standard than those of any other nation. This is coupled with the fact that the Naval Academy at Annapolis has set a standard of excellence elsewhere unequaled. No favoritism, no influence, can secure any one a place of authority on board an American man-of-war. Such preferment comes only by merit.

Four years at Annapolis, followed by two years at sea as a naval cadet, all the time under the strictest surveillance—such is the apprenticeship each young man must serve. Many compulsory examinations, which are in no sense merely formal, result in the weeding out of those who are not up to the high standard of the service, and it is truly a survival of the fittest. Year after year the tests increase in severity, and the final examination, after the candidate has served his two-years' term as a naval cadet, is the severest of all. How much of Admiral Dewey's attention to detail, fidelity to duty and final success was due to this exacting yet superb training must be a matter of conjecture, but we may reasonably believe that it was during these years of preparation that the future admiral was made. The great battle was fought in Manila bay, but he began preparation for it at Annapolis.

Rear-Admiral Bunce, who was a classmate of Dewey's at Annapolis, described his position there by saying: "He was not what you may call a student, but he was one of the bright fellows. Everybody knew he had the ability to stand anywhere he wanted to."

Shortly after the battle of Manila Rear-Admiral Howison, recalling the days when he and Dewey were fellow-cadets at the Naval Academy, said that his first remembrance of the Admiral was that of a splendid-looking young fellow who was extremely punctilious in matters of dress.

"Admiral Dewey's well-known stickling for discipline and system were inborn. In his cadet days perfect order characterized everything with which he had anything to do. Dewey was a born fighter. He was just as much of a fighter in a small way when he was a boy as he has been in a large way as a man. His days at the Naval Academy



THE MAIN WALK, NAVAL ACADEMY, ANNAPOLIS

proved this. He was quick on the trigger, and had a strong temper. When he was a cadet he would always fight, and fight hard if necessary. I do not want to convey the idea that he ever wanted to get into a row, because he didn't. He was sure to be in every fight that came to him, but he did not seek them."

Soon after arriving here another cadet, referring to Dewey's personal



ANOTHER VIEW OF THE GROUNDS OF THE NAVAL ACADEMY

appearance, called him "dough-face." This was considered sufficient cause for hostilities, and the thrashing the offender got was ample notice to all that such remarks concerning Dewey were out of order. This also demonstrated the fact that he would fight and gave him standing among the cadet corps.

CHAPTER III.

DEWEY IN THE CIVIL WAR

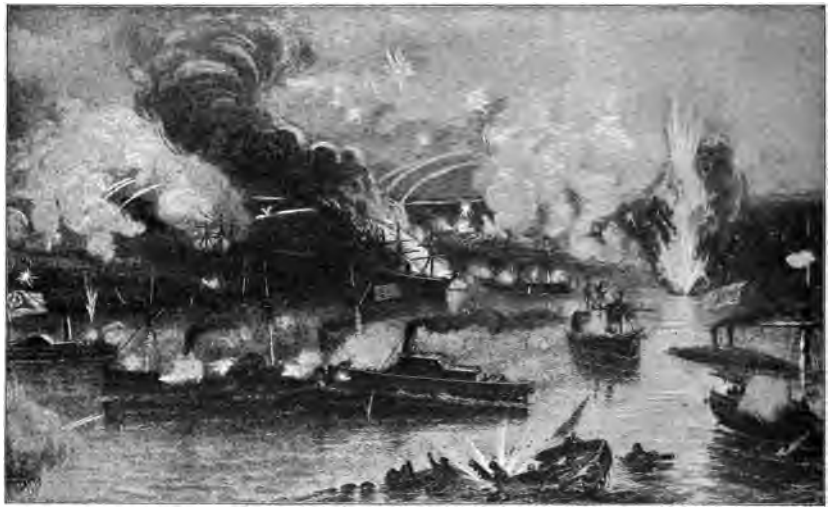


HEN Fort Sumter was fired upon Dewey was at his home in Montpelier. He immediately sought active service, and one week later, April 19, 1861, he was commissioned as a second lieutenant and assigned to the sloop-of-war Mississippi, attached to the West Gulf blockading squadron, to the command of which Admiral Farragut was ordered in January of the following year. The battles of New Orleans, Mobile bay and Manila were fought under similar conditions and in precisely the same way, and it will be seen in the following pages that the lessons learned by Dewey under Farragut in 1862 and 1863 were directly applied by him in 1898. Dewey was not attached to the West Gulf squadron in 1864, but at the battle of New Orleans he took a very conspicuous part.

Admiral Farragut's orders were to proceed to the Gulf of Mexico, take such vessels as could be spared from the blockading work, reduce the forts guarding the approaches to New Orleans, and capture and hold the city. In order to accomplish this the powerful batteries of St. Philip and Jackson and Fort Chalmette must be reduced. The first-named batteries had been built by the United States government about thirty miles above the head of the passes where the river makes its first great bend. Fort Jackson, on the south (or left) bank, mounted seventy-five guns. St. Philip, with forty guns, lay a little further up the stream on the north bank. When Farragut arrived before these defenses, in April, the Confederate commodore, J. K. Mitchell, held the river above the forts with fifteen vessels, one of which was the iron-clad ram Manassas.

The Mississippi was the only side-wheel steamer in Farragut's fleet; she was commanded by Captain Melancthon Smith.* Dewey, at this time twenty-five years of age, was his executive officer. In the assault on the lower batteries Farragut grouped his ships into three divisions, Captain Theodorus Bailey leading off against St. Philip with seven ships in his wake, the Mississippi being third in line.

The center of our interest is the Mississippi. On the high bridge of the side-wheeler, in the midst of smoke and flame, stood young



CAPTURE OF NEW ORLEANS—THE FLEET PASSING THE FORTS

Dewey, guiding her as calmly as if she were the Annapolis school-ship which he had so recently left.

"Do you know the channel, Dewey?" Captain Smith repeatedly shouted.

"Yes, sir," would come the prompt answer, born, we must conclude, of youthful enthusiasm and ignorance.

*Smith was a gallant officer. On the 5th of May, 1864, the Confederate ironclad Albemarle started from Plymouth, N. C., with the intention of destroying the Union men-of-war in the Sounds. If this could have been done Roanoke Island, Newbern, Hatteras and other places would have been recaptured by the Confederates. Captain Smith, now commanding the steamers Mattabesett, Sassacus, Wyalusing, Whitehead, Miami, Ceres, Hull and Seymour, met the Albemarle, and after a desperate fight compelled her to return to Plymouth.—"Recollections of a Naval Officer," Parker.

M. F. Tobin, Commander of the Associated Veterans of Farragut's Fleet, in the New York "Herald" of April 30, 1899, quotes this vivid account of the engagement according to Chief-Engineer Baird, an eye-witness of Dewey's behavior: "I can see him now in the red and yellow glare flung from the cannon-mouths. For an instant all would be dark and Dewey unseen. Then the forts would fire, and there he was, away up in the midst of it, the flames from the guns almost touching him, and the big shot and shell passing near enough to blow him over with their breath, while he held firmly to the bridge-rail. Every time the dark came back I felt sure that we would never see Dewey again. But at the next flash there he stood. He gave his orders with the air of a man in thorough command of himself. He took in everything. He saw a point of advantage and seized it at once."

While the ships of the three divisions were still under the fire of the forts, the Confederate squadron came dashing down the river to dispute the way, the ram Manassas in the lead. The great frigate Brooklyn was her first object of attack. Twice the Manassas struck her without doing any serious damage, and after a terrific exchange of cannon-balls the two vessels swung apart, the Manassas drifting away in the darkness to seek for other adversaries. As the gray dawn was breaking she bore down upon the Mississippi.

Here it will be best to allow Mr. Baird to continue the narrative: "Dewey, like a flash, saw what was best to be done, and as he put the knowledge into play the head of the Mississippi fell off, and as the ram came up the entire starboard broadside of the side-wheeler plunged a mass of shot and shell through her armor and she began to sink. Her crew ran her ashore and escaped. Dewey took us all through the fight, and in a manner that won the warmest praise, not only from all on board, but from Farragut himself. He was cool from first to last, and after we had passed the forts and reached safety he came down from the bridge, his face black with smoke, but there wasn't a drop of perspiration on his brow."

Next to the forts the Manassas had been the most dangerous element in the battle, and we have seen that the Mississippi, of which Dewey appears to have been in actual command, was the immediate instrument of her destruction. Of course, it is impossible to say how seriously she was injured before she met the Mississippi.

Starting with seventeen wooden vessels, Farragut passed two powerful land-batteries, destroyed a fleet of fifteen vessels, two of which were ironclads, with the loss of but one ship of his own squadron, a feat in naval warfare which had no precedent, and which is yet unparalleled except by the same commander's victory at Mobile bay two years later, and by Dewey's victory at Manila. Chesney in his "Essays in Military Biography," speaking of Farragut's achievement says: "In calling the capture of New Orleans 'one of the most remarkable triumphs in the whole history of naval operations,' Mr. Welles is fully justified."



THE LAND ATTACK ON PORT HUDSON

After the surrender of New Orleans Farragut ran the batteries of Vicksburg and Port Hudson. In the latter effort the Mississippi was lost. Directly opposite the center of the Port Hudson battery she stuck hard and fast, and in thirty minutes she was struck two hundred and fifty times. Her crew climbed into boats on the side of the ship opposite the forts, and the task of getting the men ashore devolved on Dewey. Twice he went to the Richmond, which stood by, and twice he came back; at last he and Captain Smith stood alone on the deck.

"Are you sure she will burn?" the captain asked, as he passed the gangway. Dewey risked his life to go into the ward-room for a last look. He reported that she was sure to be destroyed. Then the two men left the ship, the shot splashing around them. This incident is also vouched for in the narrative of Mr. Tobin before quoted.

In his official report of the disaster Captain Smith said: "I consider that I should be neglecting a most important duty should I omit to mention the coolness of my executive officer, Mr. Dewey, and the steady, fearless and gallant manner in which the officers of the Mississippi defended her, and the orderly and quiet manner in which she was abandoned."

Farragut singled out the youthful lieutenant for special praise. He spoke of him in words that are the sweetest reward that an officer can be given—above wealth or fame, or above even promotion.

A survivor of the Mississippi described Dewey as "the coolest man on the ship," and added an instance of his resourcefulness: The order for the attack on Port Hudson came at night, and Dewey, on his own responsibility, directed the gun crews to whitewash the decks so that the men could see the running-gear of the guns. Such an expedient had never been resorted to before.

James Ryan, a seaman on the Mississippi, vouches for another incident connected with the loss of the ship. Dewey jumped from her deck into the river, where he came upon one of his crew who had been shot in the arm, struggling desperately to keep his head above the water. Dewey swam to the man and towed him to a floating spar, with the assistance of which he reached the bank. Ryan says that the Confederate sharp-shooters on the shore of the river observed the incident, and evidently admiring the bravery of the officer allowed him to escape.

After the loss of his first ship Dewey was assigned to one of the smaller gunboats on which Farragut on one occasion steamed up the river to reconnoiter. On this expedition an incident occurred that shows the old Admiral in a character thoroughly familiar to Americans. Scattered bands of Confederates from time to time would rush a light field-piece to the bank of the river, take a pot-shot at the Union boats, and then rapidly retire before the ships' guns could retaliate. On one of these occasions Dewey, who was standing near the Admiral, dodged as the shot came toward the gunboat. "Why don't you stand firm,

Lieutenant?" Farragut admonished. "Don't you know you can't dodge quick enough?" The next day it was the Admiral's turn to dodge a ball from one of these vagrant batteries. The Lieutenant smiled and said nothing. But the Admiral recollected his rebuke of the day before, and his conscience troubled him. Clearing his throat and shifting about, he finally blurted out, "Why, sir, you can't help it, sir; it's human nature, and there's an end to it!"

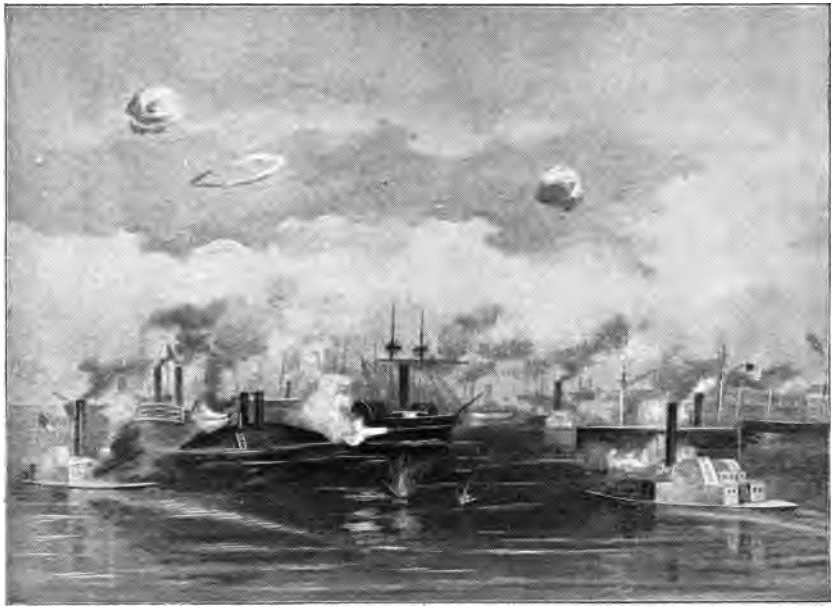
It will be interesting to note some indications of the influence of Farragut upon the men who served under him in the West Gulf squadron from 1862 to 1864. The number of commanders distinguished in the war with Spain who were graduates of the Gulf squadron is astonishing. In 1862 Schley was a lieutenant aboard the Winona; Rear-Admiral Watson was flag-lieutenant on the Hartford at Mobile bay; Captain Charles D. Sigsbee was on the Brooklyn in the same battle; Captain Charles E. Clark, who brought the Oregon from San Francisco to Cuba in sixty-six days in 1898, was in 1862 an ensign on the Osippee; Captain Charles V. Gridley, who commanded Dewey's flag-ship at Manila, was an ensign under Farragut; Captain Wildes, of the Boston, was an ensign in 1864 on the Lackawanna. In fact, nearly all the officers holding flag rank in 1898, and many of the captains, were pupils of Farragut.

It is passing strange how an apparently unimportant and unnoticed human event may lead to the greatest historical consequences. Back in 1776 Spain herself laid the foundation for the annihilation of her fleet in the Philippines, one hundred and twenty-two years later. If a man named Farragut had not emigrated from Spain in the year of the Declaration of Independence, the yellow and red emblem of a broken-down monarchy might still be waving from a dozen mast-heads in Manila harbor. Farragut's family claimed Catalonia, a section of Spain, as its home. The man who emigrated was born on the island of Minorca, a Spanish possession just off the coast of Catalonia. When he came to America he was a major. He settled in Tennessee, where the rugged mountain life makes unflinching nerves, clear brains and sinews tough as hickory. The emigrant married a Scotch woman of sturdy ancestry. July 5, 1801, a son was born to them in their home near Knoxville, and they called him David. Everybody knows about David Farragut.



STATUE OF ADMIRAL FARRAGUT, WASHINGTON, D. C.

There is no parallel to the influence that the great Admiral of the Civil War had upon the officers who served under him. The personal memory of what under like circumstances Farragut had performed, and of what they themselves had helped him to perform, was present in the mind of Schley at Santiago, and in the mind of Dewey in another hemisphere, when, disregarding the torpedoes that were exploded in front of the flag-ship, with Farragut-like bravery he entered the fort and ship encompassed bay of Manila and made straight for the enemy.



BATTLE OF MOBILE BAY

In the beginning of August, 1864, Admiral Farragut, with a powerful squadron, made a descent upon the defenses of Mobile, which were Fort Gaines on the left and Fort Morgan on the right of the harbor in Mobile bay, some thirty miles south of the city. Within the bay, additionally guarding the harbor, was the monster iron-clad ram Tennessee and three gunboats. Admiral Farragut's fleet consisted of fourteen wooden vessels and four ironclads.

On August 5th, at about six o'clock A. M., the fleet steamed up to Fort Morgan, and the Tecumseh, one of Farragut's ironclads, opened the battle. Farragut was in the wooden ship Hartford, lashed to the maintop, from which perilous position he gave his orders during the engagement. Before long the Tecumseh struck a torpedo, which, exploding directly beneath her turret, made so fearful a rent that she sank with all on board, only seventeen out of one hundred and thirty being saved. It was at this point that the Brooklyn stopped the line and signaled to the flag-ship, "Torpedoes ahead!" "Damn the torpedoes!" exclaimed Farragut. "Four bells! Captain Drayton, go ahead! Jouett, full speed!" The Hartford thereupon pushed to the front and led the fleet to a signal victory.



ADMIRAL DAVID D. PORTER

According to Mr. Tobin, Farragut's favorite theory, which he justified by his success, was that the best way to save yourself was to injure your enemy. He held that to attack an enemy in his stronghold was to turn his strength into weakness. He maintained that he could pass forts with anything that would float guns. Thorough, minute and painstaking, he left nothing to chance. In all these respects Dewey has proved himself an apt pupil of his master. The resemblance between them can be carried even into personal details.

So Spain laid the foundation for her own undoing when she lost to America a man who became the father of a great naval hero, who taught the art of fighting to an American boy, who wiped out the Spanish navy at Manila. A striking instance of the manner in which Providence directs the affairs of men.

Early in 1864 Dewey was transferred to the North Atlantic squadron, where he became executive officer of the Agowan, a small side-wheel steamer carrying eight guns, one of Porter's fleet of fifty men-of-war that co-operated with the army in the attack on Fort Fisher, commanding Wilmington, the only port then remaining open to the Confederates.

The following condensed and graphic account of this movement is given by Abbott in "Battle-fields and Victory:"

"The first joint attack under General B. F. Butler (December 25,



THE ATTACK ON FORT FISHER

1864) was a disastrous failure, but the chagrin of the North compelled a renewal of the attempt. A second force under General A. H. Terry was accordingly sent to co-operate with the fleet. In the early dawn of January 15th the attack was begun. The ships, arranged in a great semicircle, poured their fire on the fort, dismantling guns, driving the garrison to the bomb-proofs and demolishing the stockade. Terry's men advanced with a gun in one hand and a shovel in the other, and dug a shallow trench within five hundred yards of the fort.

"Two thousand marines and sailors from the fleet, led by their officers, were landed to attack the sea side while the army advanced from the landward side. A lull in the firing from the ships allowed the Confederates to return to their guns, which were at once concentrated upon the naval column, armed only with short-range pistols and cutlasses. The column was repulsed with great loss, but it largely contributed, nevertheless, to the capture of the fort. For while the attention of the garrison was attracted to the sea side, Terry's men had entered the rear, and the Confederate colonel, Lamb, turned to see three Union flags waving over other parts of the works."

Dewey had again taken part in the hottest fighting of the war. Long after the fort was nominally in the hands of its captors the garrison clung to the bomb-proofs, then retreated to Battery Buchanan, and there maintained themselves until late at night, when they finally surrendered. The way was thus opened for General Schofield, who entered Wilmington on February 22d.

On March 3, 1865, Dewey was promoted to the rank of lieutenant-commander, and assigned to duty on the Kearsarge, whose destruction of the Alabama had made a berth on the victorious ship an advantage for which there was much competition.

CHAPTER IV.

1865 TO 1898



AT THE close of the Civil War Dewey was transferred to the steam-frigate Colorado, flag-ship of the European squadron. The men who cruised under him have not failed to record the regard in which he was held by them. They speak of his kindness, of his reluctance to punish small offenses, and of his toleration for the numerous peccadilloes of which a sailorman is often guilty. At the same time he maintained strict discipline and dealt sternly with serious offenders. No sailor ever added to his punishment by frankly owning a fault and relying on Dewey's mercy. In such a case the sailor would probably be sentenced in strict accordance with regulations, but the chances were that he would be released from the brig before he had worked out half the punishment.

During this time an incident occurred that gives a line on the kind of man he is. He had a fine crew, some of them powerful men. Four or five of them went ashore one day and came back fighting drunk. Three of them were men who would singly have been more than a match in strength for John L. Sullivan. The order was given to put them in irons, and it was found impossible to carry out the order, for the men were dangerous.

Dewey was notified of the situation. He was writing a letter in his room at the time. He went to the place where these giants were, and told them to come out and submit to the irons. They did not stir. Then Dewey said quietly to an orderly, "Bring me my revolvers." And when he had his pistols he again called upon the men to come out, and they did not move. Then he said, "I'm going to count

three; if you are not out here with your hands held up on the third count, you won't come out of that place alive." He counted one, then he cocked the revolvers, and he counted two. Everybody aboard expected to hear the report, for they knew that Dewey would do what he said. The men knew it, too. They stepped out just in time to save their lives, and held up their hands, and they had been partially sobered by their fright and the moral effect of Dewey's glance. One of them said afterward that when he saw Dewey's eyes he knew that he would either be a dead jacky in a moment or he would have to yield, and when the irons were put upon him he was as sober as he ever was in his life. Dewey went back to his room and finished the letter he was writing.



CAPTAIN DEWEY

From this incident it plainly appears that Dewey is not the man to shirk responsibility, and does not hesitate to assert his authority under conditions which have not been anticipated and for which the articles of government of the navy do not provide.

In no instance has this government conferred upon individuals so wide and extensive a power to be used discretionarily as in the naval service. Its exercise is hedged about the articles of government, and experience has proven that it is usually in safe hands. These articles consist of some five thousand words, and apply to all, from the exalted admiral down to the lowly jacky. They are carefully read to every sailor prior to his taking the oath, and to all hands assembled at muster on the first Sunday in each month. In addition a copy is posted in a prominent place on board each vessel of the navy. They provide, among other things, that the commanders of all fleets, naval stations and vessels shall show in themselves a good example of honor, patriotism and obedience; to guard against all immoral and dissolute practices, and to correct those who are guilty of them. They further provide

for the punishment of any person in the navy who may be adjudged guilty of drunkenness, falsehood, theft or other immoral conduct. They also define the respect and obedience which the men must render to those in authority, and the regard the officers must have for the rights of the men. In short, they aim in a brief and direct manner to give a stable foundation for discipline and to instill respect and patriotism in every man who sails under the stars and stripes.

Admiral Dewey has always been a stickler for discipline, insisting upon a strict observance of the articles, and yet never forgetting that they are two-sided, and define the rights of the men as well as those of the officers. Thus, while he has commanded courteous treatment, it has usually been rather by his own courteous conduct and regard for the rights of others than otherwise.

Charles E. Rand, a sailor on the Mississippi in 1862, and on the Colorado four years later, has told this incident of the latter cruise: The Colorado, of which Dewey was executive officer, was caught in a terrific gale off the Bay of Biscay, a nasty place for the old ship, which could not move faster than eight knots an hour. At the height of the storm the flag-officer took the bridge, relieving Dewey, and gave orders to set sail to help the ship out to sea. The men hustled into the rigging, and to encourage them Dewey himself mounted aloft and swung on a yard unfurling sail. It was an exciting scene and a dangerous situation, but in a short time the Colorado was clear of the coast and safe from wreck on the rocky shore.

Ordered home from the European station in 1867, Dewey was assigned to duty at the Kittery navy-yard, Portsmouth, New Hampshire. He here met and married Susan B. Goodwin, a daughter of Ichabod Goodwin, New Hampshire's famous war governor.

When President Lincoln's first call for volunteers found the New Hampshire legislature not in session, the loyal old executive out of his own pocket fitted out a regiment and sent it to the front. This act aroused great enthusiasm at the time. Village streets were named in his honor, and to this day the old Portsmouth, Saco and Portland locomotive "Governor Goodwin," more than thirty years old, puffs along the shore road that connects Portsmouth with towns east and west.

Governor Goodwin expressed his opinion of Dewey when he said: "George is sort of reckless sometimes; but hang me if I can help

liking him. He's honest and full of grit, and he'll be heard from some of these days."

Shortly after his marriage to Miss Goodwin, October 24, 1867, Dewey was transferred to duty at the Naval Academy, and two years later he was placed in command of the Narragansett. April 13, 1872, he was promoted to the rank of commander.

In December of this year George Goodwin Dewey, the surviving son of the Admiral, was born; the mother died five days later. This blow had a lasting effect upon the bearing of the husband, whose disposition made it impossible for him to outlive his great affection for his wife. He was a perfectly happy, devoted husband. She was a fit companion for him; loyal, energetic, ambitious and helpful. The son does not inherit his father's seafaring spirit, but after graduating at Princeton in the class of 1896 he settled down to business in New York.

Early in 1873 Dewey sailed on the Narragansett for the Pacific station, where for three years he superintended the coast surveys. He was then recalled to the East and made lighthouse inspector and secretary of the lighthouse board. He commanded the Juanita on the Asiatic station in 1882-83, and on September 27, 1884, he was made captain and placed in command of the Dolphin, one of the four vessels that formed the nucleus of the "new navy."

Lieutenant F. Winslow, U. S. N., retired, a cousin of the famous commander of the Kearsarge, gave the New York "Tribune" the following story of how Admiral Dewey nearly started another war with Mexico during the period of service just mentioned above. He says:

"In May, 1875, Admiral Dewey was commander of the old Narragansett, and he was detailed to surveying the Gulf of California and the shores of the coast of the peninsula. It was not long after the Virginius affair at Santiago, and the feeling toward the Mexicans and Cubans was none too cordial. The Narragansett reached La Paz, near the southern end of the peninsula, and we no sooner got ashore than we heard that an American mining engineer and some Englishmen who owned the mine were prisoners in their mining shanties forty miles back of La Paz, in the mountains. The American had resented an insult, a quarrel followed, and the American killed two Mexicans. The friends of the latter swore they would kill the Yankee, and the Englishmen, too, and the latter were soon obliged to barricade them-

selves. This siege had been on for several days when we dropped anchor.

"As soon as Commodore Dewey heard of it he was very much interested. The next day he sent a messenger to the Mexican colonel in La Paz, who had a garrison of six hundred soldiers there, asking him what he was going to do to give the American a trial before he was shot.

" 'Oh, he got into the trouble—let him get out,' said the Mexican.

"Commander Dewey didn't like this reply, and the more he thought about it the angrier he got. The next forenoon he sent a note to the Mexican colonel telling him that an American citizen's life was in danger, and that the man was entitled to a fair trial. He told the colonel that he would allow him just twenty-four hours to rescue the American and protect the Englishmen. If at the end of that time relief was not on its way to the little mining party he would bombard La Paz and burn it.

"When we heard what Dewey had done we were all frightened.

" 'Does he mean it?' we asked one another.

"As for myself I was soon satisfied that he meant every word of it. I was in command of the guns. We had only two old howitzers on the Narragansett, the larger guns having been left temporarily at the Mare island navy-yard.

" 'Get those howitzers ready for to-morrow morning, and inspect all the small arms and ammunition,' said Dewey to me. Then he called the men to quarters and estimated that of the crew of about one hundred and twenty we could land ninety able, armed men as a storming force. We drilled the men all that afternoon and far into the night. That night, on Commander Dewey's orders, we steamed to a point commanding the principal streets of La Paz and trained the howitzers on the town. By next morning we were ready to begin a second war against Mexico.

"At daybreak a Mexican corporal came on board with a message from his colonel, saying that the Narragansett commander's request would be complied with. Early that morning we watched three hundred armed Mexican soldiers start for the mining-camp, and we kept the old howitzers trained on La Paz till the soldiers returned with the American engineer. When Dewey reported to Washington on the matter he minimized the importance of it, and it was passed over as



ADMIRAL DEWEY AS CHIEF OF BUREAU OF EQUIPMENT
Only photograph ever taken of Admiral Dewey at his desk in the Navy Department

a mere incident. Lieutenants Harris and Wright were on the Narragansett then, and Harris at least was with the fleet at Manila. It is somewhat singular that at that time, when we were expecting a declaration of war against Spain on account of the Virginius affair, Commander Dewey had his plans all made to sail the Narragansett to Manila."

In 1885 Captain Dewey commanded the Pensacola, the flag-ship of the European squadron, and an interesting story is told of him while in this command. When the ship was at Malta, in the Mediterranean, a number of her men went on shore and engaged in a street brawl. An alarm was sent out, but the sailors succeeded in escaping to the ships. The next morning the captain of the port came out to the Pensacola to protest to Captain Dewey.

"What can I do?" asked Dewey.

"Why, your men raised a riot on shore, and you can assist me in arresting them and punishing them," was the reply. "You certainly can parade your men before me in order that the rioters may be identified."

The Englishman's manner or the character of his demand angered the Captain. Pointing to the flag that waved above him, he informed his visitor that the deck of the Pensacola was United States territory, and that his men would not be paraded on that territory at the demand "of any foreigner that ever drew breath."

The discipline on an American war-ship is marvelous, reaching a far greater state of perfection than in the army. Some of the American naval officers are very strict disciplinarians, and take great pride in the "spick and span" condition of their ships and the excellent showing of their men on drill. Dewey is one of these. And yet he is kind-hearted and heartily honored and respected by the crews. It is said that about the only offense Dewey will not forgive is a lie, and the midshipman who tries to palm off anything but the truth on him is sure to meet trouble. An old salt who was with him while his ship was stationed in the Mediterranean tells the following story illustrative of this trait:

"One of the petty officers went ashore at Gibraltar, got mixed up with some soldiers in the canteen, and came off to the ship paralyzed. He went before Dewey at the mast next morning and gave him the 'two beers and sunstruck' yarn.

"'You're lying, my man,' said Dewey. 'You were very drunk. I myself heard you aft in my cabin. I will not have my men lie to me. I don't expect to find total abstinence in a man-o'-war's crew; but I do expect them to tell me the truth, and I am going to have them tell me the truth. Had you told me candidly that you took the drop too much on your liberty, you'd have been forward by this time, for you at least returned to the ship. For lying you get ten days in irons. Let me have the truth hereafter. I am told you are a good seaman. A good seaman has no business lying.'

"After that there were few men aboard who didn't throw themselves on the mercy of the court when they waltzed up to the stick before Dewey, and none ever lost anything by it."

One of his tars tells the following story showing his natural kindness of heart:

"One Christmas day in Genoa harbor the men entitled to shore liberty lined up at ten o'clock in the morning to answer muster before taking the running-boats for the shore. There were about forty of us who were quarantined aboard for having raised Cain in Nice a few weeks before. Our quarantine was for three months, and it wasn't half run out. Dewey stood at the break of the poop, with his hands on his hips, watching the liberty party line up. Us fellows that couldn't go were standing around the gangway, smoking our pipes, and looking pretty 'down in the mouth' I guess. The big liberty party—there were a couple of hundred in the batch—finally got away, and the ship was practically deserted except for us quarantined fellows. Dewey watched us for awhile out of the corner of his eye, while we leaned over the side and watched the running-boats going



GEORGE COX
Admiral Dewey's attendant for five years prior to his leaving for Manila

toward the shore. Dewey went up on the poop and walked up and down, chewing his mustache, and every once in awhile shooting a look at us men up forward. Finally he walked down the poop and straight forward among us.

"'You boys hop into your mustering-clothes and go on off to the beach. I'll let you have a couple of running-boats when they return. Come back with the other men when you get ready, and don't raise any more trouble on shore than you can help.'

"There wasn't a man in the gang that didn't want to hug little Dewey for that, and we gave him a 'cheer ship' that made the deck-chains rattle. We all got marked in the log as 'clean and sober,' too, when we got back to the ship, for we weren't going to do any funny business on Dewey after the way he'd treated us."

Dewey's energy and efficiency in matters requiring patience, attention to detail and executive ability were recognized in 1888 by his appointment as chief of the bureau of equipment and recruiting, a position nominally carrying with it the rank of commodore. Not until February 28, 1896, however, was he formally promoted to that rank. He was also president of the board of inspection and survey, the position he held at the time he was placed in command of the Asiatic squadron.

His careful habits of dress have been so often remarked that it seems necessary to mention the characteristic, however small its importance. He has carried out the demands of his nature and training for trimness and accuracy to the verge of the Beau Brummelistic in dress. If a drumhead court-martial were the penalty for being caught in afternoon costume after six o'clock P. M. he could not be more punctual in donning evening rig. It has been said of him that the creases of his trousers are ever as well defined as his views on naval warfare.

Considering his reputation for propriety in dress it is somewhat surprising to find from the records of the Navy Department that the great Admiral once fought a little battle of his own clad in no more striking uniform than an immaculate night-shirt. After the rebellion Dewey was cruising in the Mediterranean on a ship supposed to be the old Canandaigua. The war fever had died out, and the men frequently deserted. On men-of-war boats cannot be lowered without an order, except in case of a man overboard.



BED IN THE COMPARTMENT WHICH ADMIRAL DEWEY OCCUPIED FOR FIVE YEARS PRIOR TO HIS DEPARTURE FOR MANILA

Several malcontents in the crew one night therefore raised the "man overboard" cry, lowered a boat, and scuttled off into the darkness. Dewey was executive officer of the ship, and was called from his berth. Though even then particular as to his dress, he didn't care about uniforms when there was quick work to be done.

He rushed up to the quarter-deck in half a gale of wind, and promptly took command in spite of his curious appearance. He knew his men thoroughly, and acted promptly in spite of the darkness.

"Come back here, Jim Brown, Tom Robinson, and the rest of you!" he shouted, and punctuated his remarks with three shots from his revolver.

The shots, the ghostly figure on the quarter-deck and the sudden use of their names startled the men into obedience, and they came sneaking back to the ship, while Dewey and his novel undress uniform retired once more below.

It is even said that when it was first proposed in 1897 to place Dewey in command of the Asiatic squadron the proposal met with some opposition on the ground that the Commodore was "a dude." The then assistant secretary of the navy, Theodore Roosevelt, quickly overcame this opposition by declaring, "We want some one who will fight and make war; I don't care what kind of a collar he wears."

Although much of a gentleman, tender and considerate, he does not know personal fear, and when punishment is to be administered to a rowdy he has no hesitancy. This is plainly shown by an incident which occurred during one of his visits to Vermont:

He was on a leave of absence and encountered a drunken man-of-war's man. The fellow was terrorizing women and children and the men were afraid to interfere. Dewey encountered the fellow, and his blood boiled with indignation. He knocked the fellow down and gave him a good beating, for which he was arrested. When arraigned for trial he made no defense, refusing to offer any testimony in mitigation or rebuttal to that introduced by the prosecution. He was fined twenty-five dollars, and as he paid the fine said, "I never secured more for my money in my life. I administered punishment to a rowdy and vindicated the United States navy."

He was a club-man and liked society, but he was never of the "good-fellow" class. The farewell dinner in his honor at the Washington



ADMIRAL DEWEY'S FAVORITE CHAIR IN THE LIBRARY OF THE METROPOLITAN CLUB, WASHINGTON, D. C.

Metropolitan Club, November 27, 1897, was, however, positive evidence as to the number of friends he had made there. On this occasion the following prophetic toast was offered by Colonel Archibald Hopkins, clerk of the Court of Claims:

Fill all your glasses full to-night;
The wind is off the shore;
And be it feast or be it fight,
We pledge the Commodore.

Thro' days of storm, thro' days of calm,
On broad Pacific seas,
At anchor off the Isles of Palm,
Or with the Japanese;

Ashore, afloat, on deck, below,
Or where our bulldogs roar,
To back a friend or breast a foe,
We pledge the Commodore.

We know our honor'll be unstained
Where'er his pennant flies,
Our rights respected and maintained,
Whatever power defies.

And when he takes the homeward tack,
Beneath an admiral's flag,
We'll hail the day that brings him back,
And have another jag.

How nearly the prophecy has been fulfilled is indeed remarkable. Colonel Hopkins has since added this postscript to his toast:

Along the far Philippine coast,
Where flew the flag of Spain,
Our Commodore to-day can boast
'Twill never fly again.

And up from all our hills and vales,
From city, town and shore,
A mighty shout the welkin hails:
"Well done, brave Commodore!

"Now let your admiral's pennant fly;
You've won it like a man,
Where heroes love to fight and die—
Right in the battle's van."



WRITING-TABLE AT WHICH ADMIRAL DEWEY WROTE HIS LETTERS, METROPOLITAN CLUB, WASHINGTON, D. C.

An account of how Dewey came to be placed in command of the Asiatic squadron is interesting as showing how largely the element of chance determined the selection of the man who was to achieve the great victory at Manila. In the summer of 1897 Dewey had applied for sea duty because of the state of his health, which had suffered from his residence in Washington. There was even then a possibility of war with Spain, and with this contingency in mind Commodore Dewey had no great desire to be placed in command of the Asiatic station; for he, like most of his brother officers, thought that if the United States had war with Spain the European squadron and that on the home station would have the greatest opportunities.

The European station and the Pacific station, as well as that in Asiatic waters, were to have new commanders. Officers who desired commands sought the first two eagerly, and as Commodore Dewey was entitled to a sea tour, he would have been glad of one of the two that were esteemed best. The account given at the Department is that Commodore Dewey, finding that there was small chance of getting the European station or the Pacific station, said, "Well, as I have no influence, I suppose I shall have to take the Asiatic station." And he did.

A short time before leaving Washington Dewey visited at the house of a brother officer who had been in the Philippines and was well posted on the conditions about Manila. The future admiral asked many questions about the fortifications, the garrison, the water in the bay, and other points of importance. Even then he felt that there might be war, and in concluding the subject he remarked, "I would like to try my luck at bombarding those forts." He had the chance, and the world was electrified by the result.

At the time Commodore Dewey was finally ordered to Asiatic waters the situation had become threatening, and when Rear-Admiral McNair was detached from his command and ordered home it was necessary to have a flag-officer relieve him at once. The detail lay between Commodore Howell and Commodore Dewey. Both preferred the European station, from which Selfridge was to be detached at once. Howell secured the billet. Roosevelt, who had urged Dewey's appointment, now insisted upon its acceptance. The belief that the Asiatic squadron would play a small part in any difficulty we might have with



ADMIRAL DEWEY'S FAVORITE CHESS-TABLE, AT THE METROPOLITAN CLUB, WASHINGTON, D. C.

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ADMIRAL DEWEY'S FAVORITE CHESS-TABLE, AT THE METROPOLITAN CLUB, WASHINGTON, D. C.

Spain was so general that Dewey had some difficulty in securing staff-officers who were entirely willing to accompany him.

Commodore Dewey, just before he left for San Francisco on his way to Hong-Kong, very soon after he had presided over the trial of the battleship Iowa, discussed with evident pleasure the prospect of going to the Asiatic station.

"I have been there," he said, "and I like the station. It is not universally liked by the service. You will find that many officers have never served on that station from the time of their graduation at Annapolis until retirement, and I think of Rear-Admiral Gherardi as one of them. When it was offered me I accepted it without hesitation, and expect to enjoy my stay in that interesting part of the world. It is a long way from home, and sometimes it is not so agreeable as at others, but my experience on the station has been such as to make the prospect of return gratifying."

He did not say anything about having been disappointed; there was no trace of disappointment in his tone, nor did he suggest that he felt any prophetic assurance that he was about to sail away toward the winning of the greatest fame achieved by any American naval commander. The Commodore finally raised his flag on the Olympia, lying at Hong-Kong, on January 3, 1898.

A month and a half later, on February 15th, the battleship Maine was destroyed in the harbor of Havana. Of this disaster, following closely upon the publication of the De Lome letter and the demand for the withdrawal of the Spanish minister, the officers of the squadron at Hong-Kong received only meager details. Their concern was so great that they subscribed money enough to have a complete story of the disaster cabled to them. From the details so obtained it was easy for men familiar with the effect of submarine mines and related matters to foresee that the report of the investigating board must be of such a nature that war was all but inevitable.

Mr. Joseph L. Stickney, a newspaper correspondent and aide on Dewey's staff, in his article "With Dewey at Manila" in "Harper's Magazine" for February, 1899, bears testimony as to Dewey's foresight in being ready for whatever might happen. He says: "Commodore Dewey at once began his preparations for any duty that might be required of him. The Concord had arrived at Yokohama, the Raleigh

at Singapore—both being recent additions to the squadron; and while the Concord had been sent to Chemulpo to relieve the Boston, both these vessels and the Petrel were ordered at once to Hong-Kong, as was also the Raleigh. When the five ships were assembled they made prompt preparation for active service, so that when the time for action came there was not a day's delay on account of work upon them."

When the Baltimore, resplendent in glossy white, arrived at Hong-Kong on April 22d, she hardly recognized her sister ships in their dress of war gray. By night she was in dry-dock being cleaned and painted. Within a few days after the destruction of the Maine hundreds of tons of ammunition for the guns of Dewey's ships had been collected at San Francisco, where it was loaded aboard the old war-ship Mohican and dispatched to Honolulu. There the shot and shell that was to be put to such effective use on May 1st was transferred to the Baltimore. Every part of her magazines was packed with ammunition, and tons that the magazines would not hold were secured in other places about the vessel. The Baltimore sailed from Honolulu for Yokohama and Hong-Kong March 22d.

That Admiral Dewey is a believer in his own country, and demands that a full share of honor be paid to it, is shown by a little social passage at arms he had before the war with Prince Henry, brother of Emperor William, commanding the German squadron at Hong-Kong. Prince Henry immediately after his arrival at Hong-Kong gave a banquet to the higher officers of the other fleets, among whom was Admiral Dewey. At the feast the prince proposed a toast to his own country, then to Great Britain, then to all the other great powers except the United States. Finally, just before the dinner was over, the royal host proposed a toast for this country. When Admiral Dewey saw that apparently his country was to be slighted he left the banquet without ceremony. The next day a representative of Prince Henry sent a roundabout apology to the American commander. Dewey sent word back to the Emperor's brother that he would accept nothing but a written or personal apology from the prince. The latter then called upon Dewey and apologized, saying that in the confusion of the dinner he (the prince) thoughtlessly neglected to put the American toast in its proper place on the program. Later Prince Henry gave a ball, but Admiral Dewey, although invited, did not attend it.

April 25th Congress, in response to a recommendation from President McKinley, passed a resolution declaring that "a state of war exists between the United States and the kingdom of Spain, and has existed since the twenty-first day of April, Anno Domini, 1898." The acting governor of Hong-Kong immediately issued a neutrality proclamation, which made it necessary for our ships to leave the harbor within twenty-four hours. Accordingly Dewey dropped down to Mirs bay, thirty miles distant, in Chinese waters.

A letter written by Dion Williams, lieutenant of marines on the cruiser Baltimore, on the day Dewey's ships cleared from Mirs bay for the Philippines tells of the hearty God-speed given the American crews by the British Jack Tars when the American squadron steamed out of the harbor at Hong-Kong. It tells, too, of the feelings of the men—confident of victory, but expecting to achieve it at a sacrifice of life.

The full text of Lieutenant Williams' letter, with the exception of a couple of paragraphs of strictly personal interest to his family, follows:

"U. S. S. BALTIMORE, MIRS BAY, CHINA, April 26, 1898.

"We arrived at Hong-Kong on the twenty-second, and the next morning went into the English naval-dock and were painted by night and out again yesterday. We found at Hong-Kong the Olympia, Raleigh, Boston, Concord, Petrel and McCulloch, with two transports which had been bought and loaded with coal. As soon as war was declared we were asked to leave port by the English authorities, and yesterday we came here, into Chinese waters, thirty miles from Hong-Kong. The English authorities were very kind to us and allowed us to coal even after war was declared.

"Last night we got orders from Washington. Short but explicit: 'War has been declared. Proceed to the Philippines and capture or destroy the Spanish fleet.' So to-day we leave, and as it is only five hundred and fifty miles across we hope to find the Spanish ships before a week is ended.

"Well, there is not much to say—we will do the best we can, and that will be good. Of course, some of us will not come back, but every one hopes that he will come out all right. I am sure you would not wish me any place else than at the front, for I am there surely—at the forward eight-inch guns on this ship in battle.



ADMIRAL DEWEY'S DEN, AT THE EVERETT, WASHINGTON, D. C.
Sofa on which he was accustomed to take a nap every afternoon from two until four o'clock

"We find the lack of coaling stations a serious menace, but hope to get through with the help of the English, who are all very friendly to us. As we started out yesterday the English men-of-war all manned the rails and gave three cheers, and their band played 'Hail Columbia.' That was a farewell that none of us will ever forget, and it came from the heart.

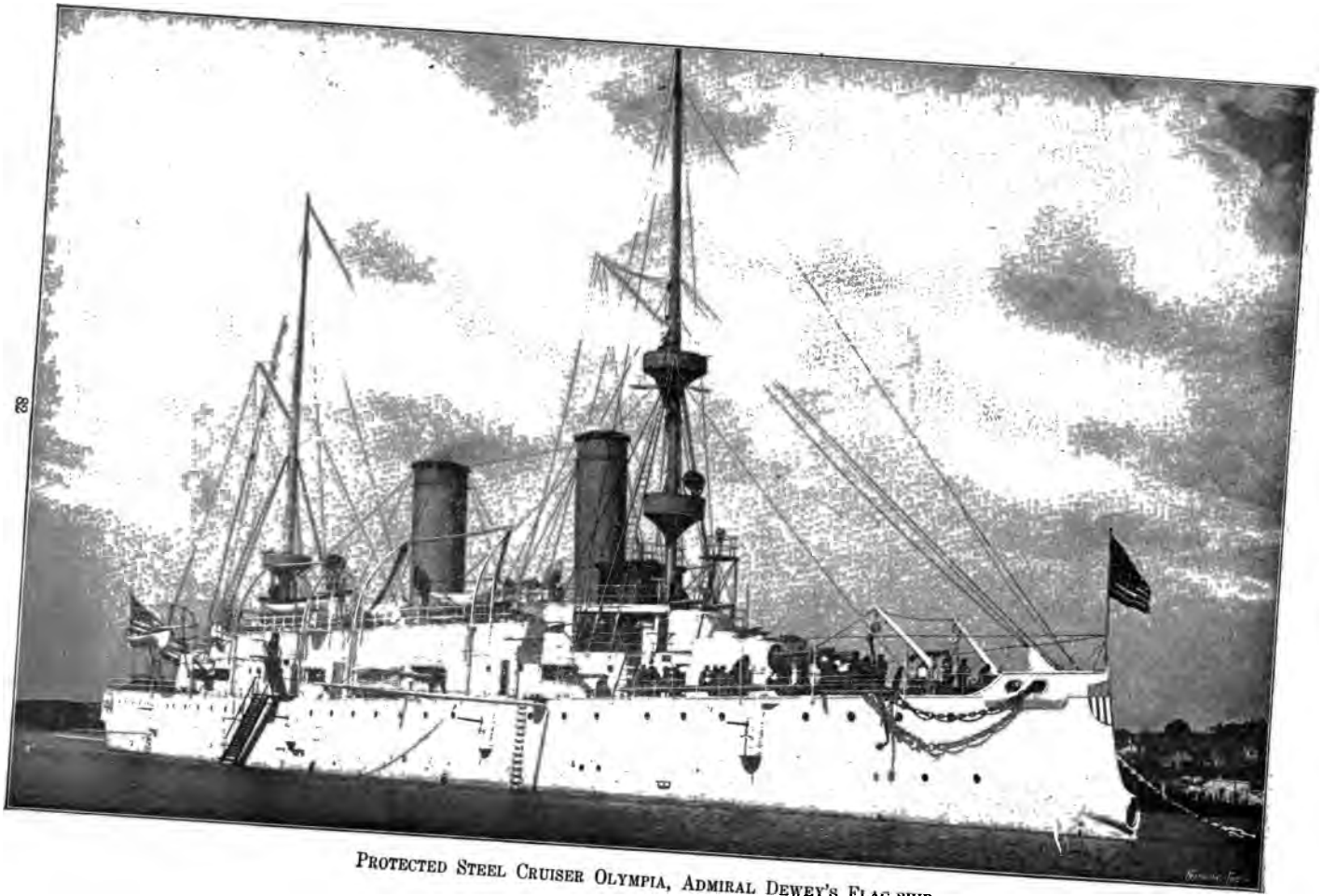
"I do not know what my next chance will be to send mail, but I will as soon as possible—I hope from Manila after our flag flies over it. All of our ships are painted a dull slate color, as that is the least conspicuous —hull, upper works, guns, brasswork and all—and they look quite businesslike. We only hope they may prove so.

"DION WILLIAMS."

The confidence felt on board the ships of Dewey's squadron, and the expectation of the men that their move would be against the Philippines, is evidenced by a letter written by the fleet engineer, April 4th, three weeks before war was declared. To his sister in Paterson, New Jersey, James Entwistle wrote, "We are hourly expecting something definite to turn up. Every preparation is made to move on Manila. It only wants the word to go in and capture the islands. There is not the slightest doubt that they will shortly fall into our possession." The writer said it seemed "useless work to write these details, as the news will be stale by the time this letter reaches you. All the hard knocks will have been given and taken and the island of Manila will be in our possession." And this prediction, in view of what is known, shows Chief-Engineer Entwistle to have been possessed of the spirit of true prophecy: "I don't think any one will be hurt, as it will be a walk-over for us!" The best of it is the confidence was not overconfidence.

Dewey had intended to sail for Manila the day war was officially declared, but this plan was abandoned because he received word that Mr. Williams, United States consul at Manila, had sailed for Hong-Kong, and it was believed that the consul would be able to furnish much-needed information as to the defenses of Manila and other data that would be useful to the American squadron. Dewey therefore awaited the arrival of Mr. Williams until the twenty-seventh. The delay was not due to lack of preparation; the rapidity with which Dewey moved after the declaration of war, a rapidity which was an important element

in his success, is to be traced back to the careful work that had been going on aboard the ships for weeks prior to April 25th. By being in readiness to move at once the Spaniards were deprived of any opportunity for adequate preparation; and while this is not among the more attractive spectacular elements of actual battle, it must be recognized in any serious estimate of Admiral Dewey's position as a naval commander. "The celerity of Dewey's movements," Mr. Stickney says, "was one of the important elements of his strategy. Possibly the result would have been materially different if he had delayed a few days his descent upon the Spaniards; but he was not willing to give his enemy a moment for preparation. It was not merely because Dewey destroyed the Spanish fleet that he will rank in history as one of the world's greatest naval captains. It is because of the manner in which he reached his end."



PROTECTED STEEL CRUISER OLYMPIA, ADMIRAL DEWEY'S FLAG-SHIP

CHAPTER V.

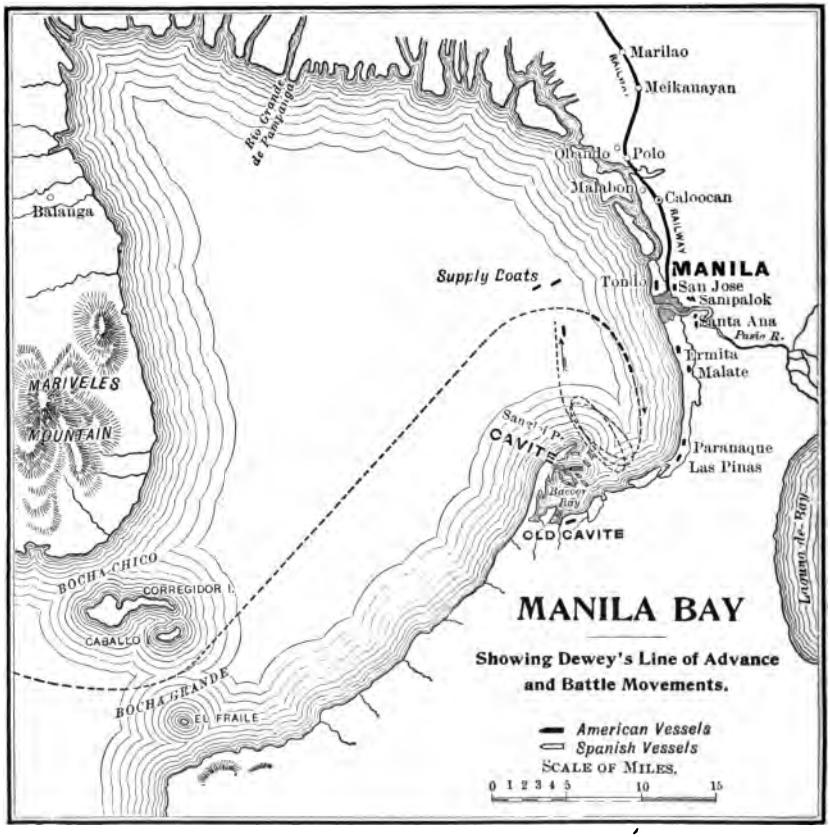
THE BATTLE OF MANILA BAY



HEN the Spanish admiral, Montojo, heard of the sailing of the American squadron, two courses were open to him: He might leave Manila before the arrival of the enemy, and by scattering his vessels succeed in seriously hampering commerce under the United States flag; considering the number of his ships and their speed, he might reasonably conclude that in the open the chances of separating the enemy were good enough to warrant him in abandoning the advantage to be derived from the supporting guns of the bay defenses. Such a move would, of course, have left Manila in an almost defenseless state, but the Spaniards, knowing that no troops accompanied the American ships, had only bombardment and not occupation to fear. Setting aside the plan of leaving the harbor, the fleet might, by co-operating with the Corregidor batteries, commanding the entrance to the harbor, successfully bar the approach of the enemy, every advantage of position being with the defenders.

But that the Spanish admiral would mass his ships in a position and in formation that would make their destruction most easy, and that the dreaded Corregidor batteries would allow the American ships to pass almost without challenge, was not hoped by their commander. The most sanguine captain never hopes that his antagonist will adopt the course that will place him at the greatest disadvantage. And it is therefore to be remembered that whatever were the later developments the battle was planned with a view to meeting a skilled and stubborn resistance. Americans confidently believe, too, that had the Spaniards been properly prepared the final outcome would have been the same.

Following further the course of events as narrated by Mr. Stickney we learn that off Subig bay, thirty miles from Manila, April 30th the Boston and Concord were sent to reconnoiter Port Subig, and made a thorough search of the port, but the Spanish fleet was not found. Dewey then called his officers aboard the flag-ship, not, it appears, for the pur-



pose of consulting with them, but to inform them that he had determined to enter Manila bay that night. All but one of the captains favored this course. The movement, however, was to depend upon the resistance met with, and the captains were instructed to keep a sharp lookout for signals to change the course. "The Spaniards," the Com-

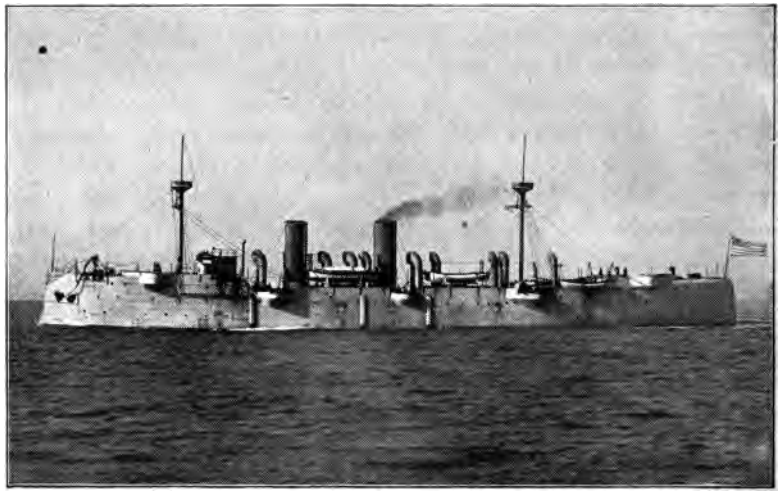
modore argued, "know when we sailed from Mirs bay, and they can calculate exactly when we may be expected to arrive off Corregidor. But in all probability their forecast of what we shall do will be based upon the knowledge of what they would do under similar circumstances. I feel sure that they would not think of going in at night, and therefore that they will not believe it possible that we should do so. Consequently, to go in at night is the best thing we can do."

Manila bay is a small inland sea, roughly circular in shape, and two hundred miles in circumference; its greatest diameter is about forty miles. Entrance to the bay can be effected from the sea only by two passages, and these are commanded by the island of Corregidor. The northern passage is about a mile wide; the southern passage is about half a mile wider. Corregidor, a mile long, lies east and west. Manila lies on the eastern shore of the bay, facing the entrance, and to the south, concealed from entering ships, is the small town and arsenal of Cavite.* From this description it is plain that the situation of the city is one of great natural strength. With guns even of medium weight placed upon the island of Corregidor, and with mines in the channels, the passages could be made impassable to any naval force other than a squadron of heavily armored battleships. It is almost impossible of belief that the Spaniards made no defense whatever in the passage; this, however, is the fact.

Dewey's ships entered the bay in single file, with all lights out except a single one at the stern of each vessel, which served as a beacon and guide to the one following. As the Olympia, leading the way, closely followed by the Baltimore, Raleigh, Petrel, Boston and two transports, entered the passage between Mariveles Point and the island, immediate assault from the latter was expected by the men who stood at battle station on the slowly moving vessels. But half the length of the island was covered before the Spaniards made a sign that they had discovered the presence of our ships. Then a light was shown from Mariveles, a rocket blazed up from Corregidor, and a heavy shot came from out the darkness on the right.

*Compare with the situation of Mobile: "The city lies at the head of a long, shallow bay. The entrance lies between a long sand-spit and a shoal. The ship-channel between the shoals is five miles long, and perhaps half a mile wide at its narrowest point. Two forts guarded the passage—on the right hand Fort Morgan on Mobile Point, on the left Fort Gaines on Dauphin island."—"The Battle of Mobile Bay," J. R. Soley.

No attention was paid by the flag-ship to the few succeeding shots from Corregidor, none of which were effective, for the bay had been reached and the ships were proceeding slowly toward the city, in front of which it was expected the Spanish squadron would be found. The speed had been reduced in order to take advantage of every minute of the now vanishing darkness. One half of the gun crews slept on the decks while the others stood ready at the pieces. The night and morning were intolerably hot, and the heat, with the forced inaction of the crew and the slow movement of the ships, was very trying upon



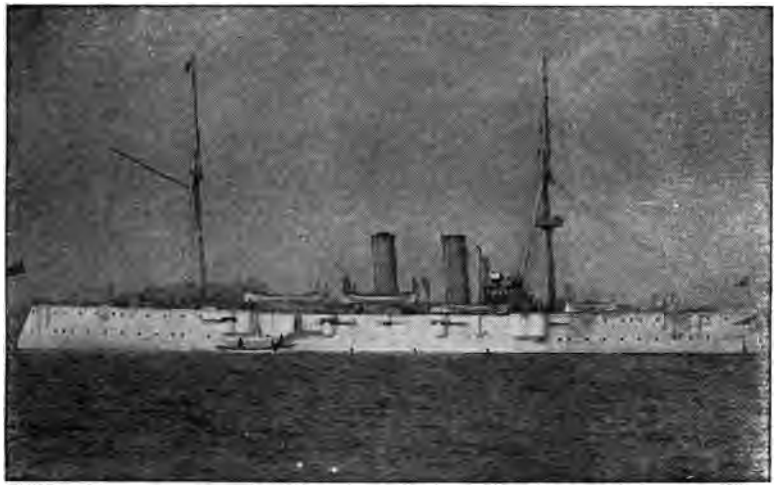
PROTECTED STEEL CRUISER BALTIMORE. SPEED, 20.1 KNOTS

the spirits of officers and men. The night had been cloudy, but now and then the moon at first quarter would show the slowly moving column proceeding toward the city.

From the entrance of the bay to the city of Manila is twenty-seven miles, and some three hours, from two o'clock until five, were spent in making this distance. All this time the officers of the Spanish fleet must have known of the presence of the American fleet in the bay, and have been making ready for battle.

As Manila was approached through the dim light hundreds of anxious eyes sought for the Spanish ships, and there were many moments

of anxiety and surprise when they were not discovered. The possibility that they had slipped out to sea, a move that would in some measure explain the slight resistance thus far encountered, ran through the commanding officers' minds; but as the light became stronger the enemy could be seen, huddled together, eight miles to the southward, opposite Cavite. It was a welcome discovery. To meet the ships in a battle which, from all the conditions, must be immediately decisive, was eagerly sought by the Americans; but to undertake the location and destruction of these ships at sea was an effort of a different character.



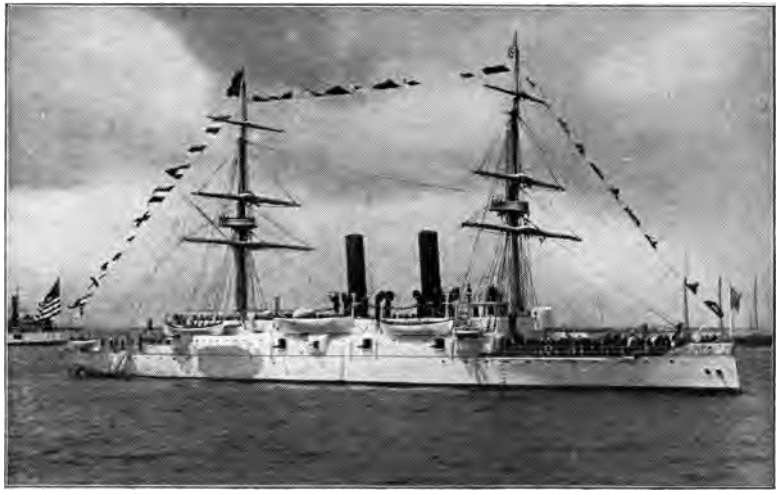
PROTECTED STEEL CRUISER RALEIGH. SPEED, 19 KNOTS

At exactly five o'clock the land-batteries fired their first shots, and these were quickly followed by the explosion of two mines just ahead of the Olympia. Says Mr. Stickney: "'There,' exclaimed the Commodore, as a great column of water and smoke rose above the surface, 'they have some mines, after all; they are in a hurry to begin.' Then turning to Lieutenant Calkins, who was directing the course of the ship, the Commodore added, 'Hold her as close in as the water will let you, Mr. Calkins, but be careful not to touch bottom.'"

After the battle the Spaniards claimed that these mines were exploded at the demand of their own officers, who feared that their

ships would be forced to manœuver over them, and run the risk of being lifted out of the water by their own torpedoes. The explanation is characteristically weak, for the mines were far from the nearest Spanish ship and were plainly not of the contact type, and could be discharged only from the shore.

For thirty minutes the Spanish shells burst over the American vessels, which had not yet fired a single shot. Still in line, Dewey's ships, with the exception of the Boston, which had turned out to engage a shore-battery, moved steadily across the bay and arrived abreast of



PROTECTED STEEL CRUISER BOSTON. SPEED, 15.6 KNOTS

the Spanish fleet, still at anchor, and opened fire about five thousand yards at 5:41 o'cock on the morning of May 1st.

The American squadron was composed of the following vessels:

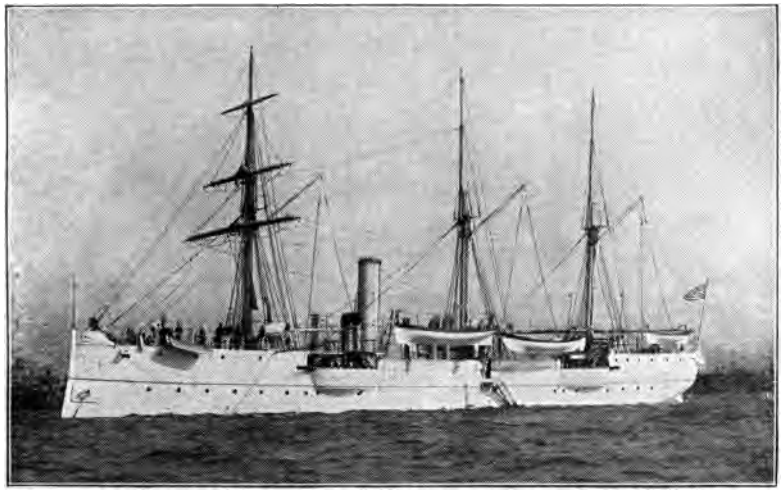
Olympia, protected cruiser (flag-ship), 5,780 tons. Speed, 21.7 knots; complement, 450; armor, protected deck, 2 inches to 4¾ inches; guns, main battery four 8-inch and ten 5-inch rapid-fire; secondary battery, rapid-fire, fourteen 6-pounders and seven 1-pounder, four Gatlings, one field-gun and five torpedo-tubes.

Baltimore, protected cruiser, 4,113 tons. Speed, 20.1 knots; complement, 386; armor, 2½ inches to 4 inches; guns, main battery

four 8-inch, six 6-inch, slow-fire; secondary battery, rapid-fire, four 6-pounders, two 3-pounders, two 1-pounders, four 37-millimeter Hotchkiss, two Colts, one field-gun and five torpedo-tubes.

Raleigh, protected cruiser, 3,213 tons. Speed, 19 knots; complement, 320; armor, 1 inch to 2½ inches; guns, one 6-inch rapid-fire, ten 5-inch; secondary battery, eight 6-pounders, four 1-pounders and two machine-guns.

Boston, protected cruiser, 3,189 tons. Speed, 15.6 knots; complement, 270; armor, 1½-inch deck; guns, main battery two 8-inch and



FOURTH-RATE CRUISER PETREL. SPEED, 13.7 KNOTS

six 6-inch rifles, secondary battery, rapid-fire, two 6-pounders, two 3-pounders and two 1-pounders, two 47 and two 37 millimeter Hotchkiss and two Gatlings.

Petrel, fourth-rate cruiser, 890 tons. Speed, 13.7 knots; guns, four 6-inch, two 3-pounder rapid-fire, one 1-pounder and four machine-guns.

Concord, gunboat, 1,710 tons. Speed, 16.8 knots; armor, ⅜-inch deck; guns, main battery, six 6-inch rifles.

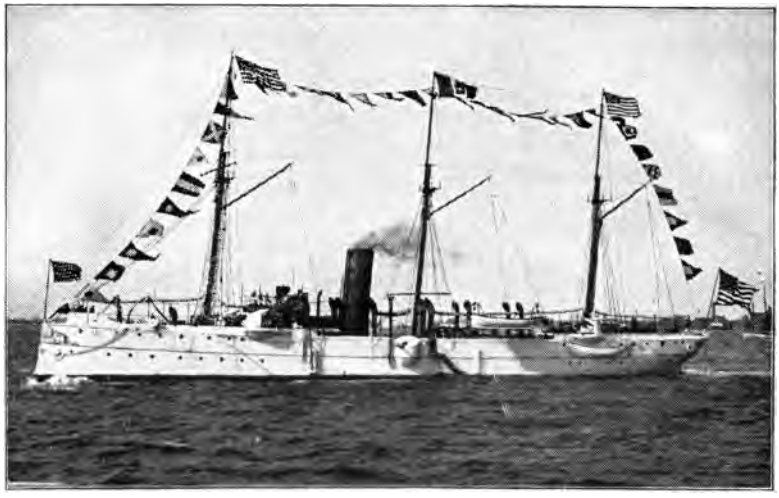
The revenue-cutter Hugh McCulloch and the Zafiro had been sent out of danger to the westward. The total tonnage of the six ships was 19,098, and they carried 1,694 men, and 53 guns in their main

batteries. The commanders of the vessels were: Olympia, Captain Charles V. Gridley; Baltimore, Captain Nehemiah M. Dyer; Raleigh, Captain Joseph B. Coghlan; Boston, Captain Frank Wildes; Concord, Commander Asa Walker; Petrel, Commander Edward P. Wood.

The Spanish squadron was thus composed:

Reina Christina, cruiser (flag-ship), iron, 3,090 tons; 14 knots; main battery six 6.2-inch rifles.

Castilla, cruiser, wood, 3,342 tons; 14 knots; main battery four 5.9-inch Krupps and two 4.7-inch Krupps.



GUNBOAT CONCORD. SPEED, 16.8 KNOTS

Velasco, cruiser, iron, 1,139 tons; three 6-inch Armstrongs in her main battery.

Isla de Cuba and Isla de Luzon, four 4.7-inch guns.

Don Juan de Austria, cruiser, iron, 1,152 tons; 13 knots; four 4.7-inch guns in her main battery.

Don Antonio de Ulloa, cruiser, 1,150 tons; guns, four 4.7-inch Honotoria guns, two 2.7-inch, two quick-firing, two 1.5-inch and two muzzle-loading guns.

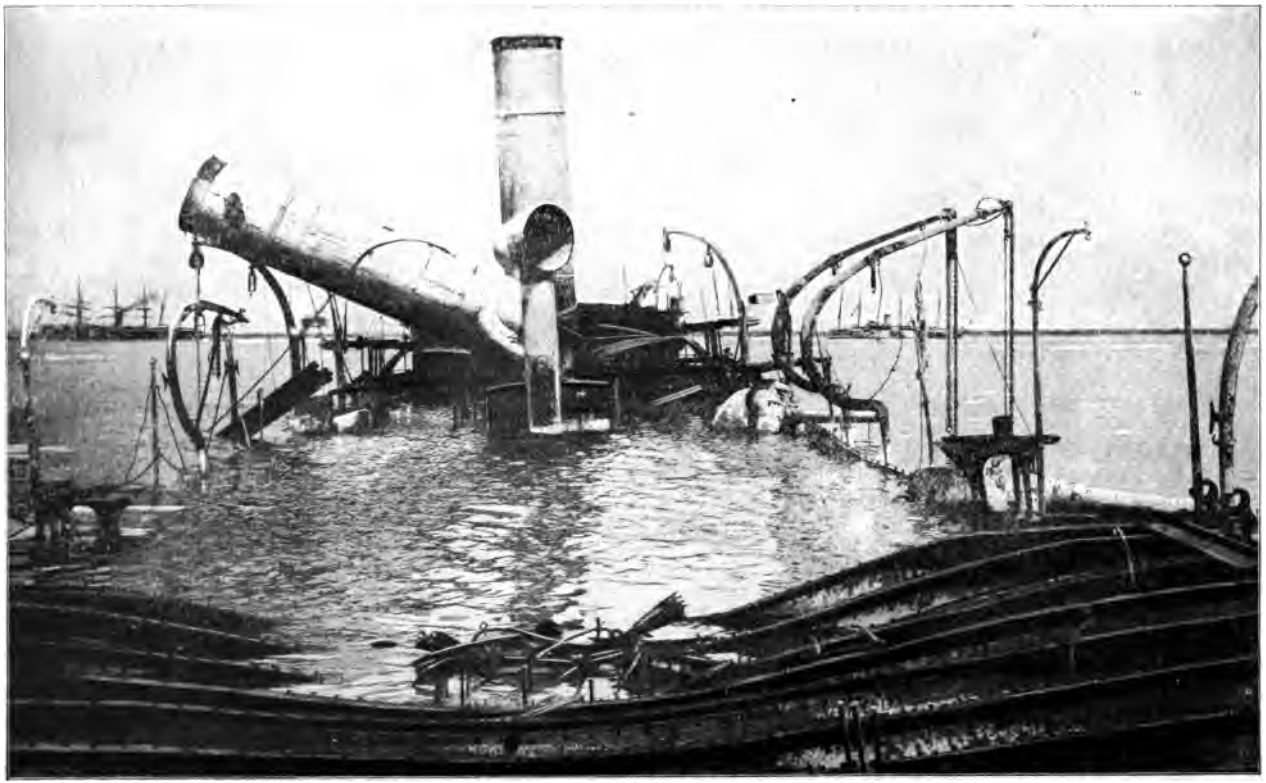
Gunboats Paragua, Callao, Samar, Pampagna and Arayat, steel, 137 tons, 10 knots, each mounting two rapid-fire guns.

Gunboats Mariveles and Mindoro, iron, 142 tons, 10 knots, each mounting one 2.7-inch rifles and four machine-guns.

Gunboat Manileno, wood, 142 tons, 9 knots, mounting three 3.5-inch rifles.

Gunboats El Cano and General Lezo, iron, 528 tons, 10 knots, each mounting three 3.5-inch rifles.

The total tonnage of these boats was about 19,000. They carried 1,734 men. These descriptions have been taken from official reports, but it is probable that there had been many changes for the better in the batteries of the Spanish ships, some of which were thirteen years old. In addition to the guns of their ships the Spaniards had the assistance of the Cavite fort and the guns of a formidable sand-bag battery planted on a point of land one thousand yards north of Cavite.



REINA CHRISTINA, SPANISH FLAG-SHIP, SUNK BY DEWEY'S FLEET

CHAPTER VI.

THE BATTLE OF MANILA BAY—CONCLUDED

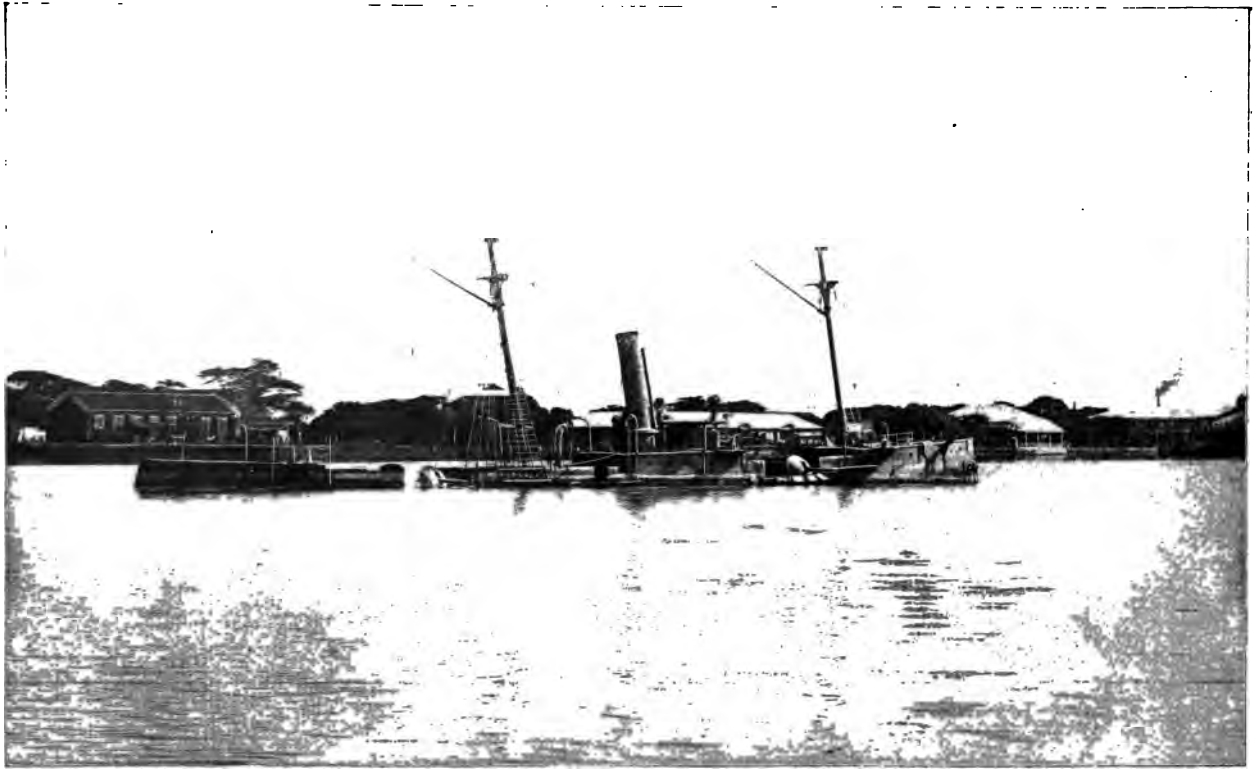


"You may fire, Gridley, when you are ready." Such was the order addressed by Dewey to the captain of the Olympia.

For a description of what ensued we are indebted to Edwin W. Harden, an eye-witness, and his minute description of the battle, as related in "McClure's Magazine."

"Our squadron continued on its course, running almost south until when at a point where it curved around to the west we turned and followed the contour of the beach, passing parallel to and perhaps five thousand yards from the Spanish ships and forts. Just as the turn was made the sun came up from behind the hills with the suddenness of a shot, and tinged the whole bay with red. It shone full upon the Spanish ships and brought out every mast and rope. As the Olympia swung round she opened with her forward eight-inch guns." Gridley was evidently ready, and from that time forth the battle raged fast and furiously.

Just prior to the first shot of the Olympia occurred an incident which showed plainly what was uppermost in the mind of every man in the fleet. "As the Olympia drew nearer all was silent on board, as if the ships had been empty, except for the whirr of the blowers and the throb of the engines. Suddenly a shell burst directly over us. From the boatswain's mate at the after five-inch gun came a hoarse cry. 'Remember the Maine!' arose from the throats of five hundred men at the guns. This watchword was caught up in turrets and fire-rooms, wherever seaman or fireman stood at his post. 'Remember the Maine!' had rung out for defiance and revenge. Its utterance seemed unpremeditated, but was evidently in every man's mind; and now that the moment



ISLA DE CUBA, WRECKED JUST OFF CAVITE BY DEWEY'S FLEET

had come to make adequate reply to the murder of the Maine's crew, every man shouted what was in his heart."

On the bridge with the Commodore were Flag-Lieutenant Brumby; Lieutenant C. G. Calkins, navigator; Commander B. P. Lamberton, chief of staff; Ensign E. P. Scott and Mr. J. L. Stickney, aides. Captain Gridley was in the conning-tower, as it was thought unsafe to risk losing all the senior officers by one shot. Mr. Lamberton arrived at Hong-Kong prior to the sailing of the squadron to relieve Captain Wildes, of the Boston, but the latter was allowed at his request to retain his command until after the battle.

Although the fight was officially begun by the shots from the Olympia, the Raleigh had preceded the flag-ship by several minutes, Gunner Skou firing the first shot. However, this was not the first shot of the war. The Nashville, of the Havana blockading squadron, fired the first shot, on April 22d, at the Buenaventura, a Spanish merchantman. "There ain't much to tell about it that I ever saw," Skou said, in an interview as reported in "Leslie's Weekly," when the Raleigh arrived at New York a year after the battle. "I never knew I had struck the first shot until they told me afterward. My post was at the five-inch gun on the upper deck. Captain Coghlan just gave the signal, and I fired. We could make out some object on the shore, thirty-four hundred yards away, and I fired at that. 'The Commodore signals that's a good shot,' says the Captain. 'You smashed one of their guns. He says to try another a little more to the left.' I afterward found that that shot, the second one, had killed forty-eight men and smashed three guns. No, they didn't cheer when the first shot was fired. It's all in the day's work. They didn't know anything about it. Too busy."

The American ships manœuvered in a line parallel to the Spanish position, the Baltimore, Raleigh, Petrel, Concord and Boston following the lead of the Olympia, and preserving this formation throughout the battle, being the same relative arrangement as was observed at New Orleans and Mobile, the lightest ships being in the center of the line. The course of the ships resembled a figure eight, the turns coming at the ends of the Spanish formation. "The plan of the battle itself was not Dewey's, but Brumby's and Calkins'. Dewey himself says so openly." The authority for this statement being Oscar K. Davis in his article "Stories of Admiral Dewey" in "McClure's Magazine"

for May, 1899. For two hours and a half the incessant pounding of the Spanish ships was kept up, and then the American vessels drew off to the center of the bay "for breakfast."* During this period, two and one half hours, our vessels passed five times up and down the line, each time with lessened distance, and all the time firing as rapidly as the guns could be loaded and properly aimed.



COMMODORE DUPONT

A dispatch in describing the fight said: "Not the least admirable feature of the exceedingly well-planned attack was the astonishing acquaintance the American navigating officers displayed with the water of the bay. They never seemed to be in the least danger of running their vessels into the shallows, though the manœuvering was constant and sometimes elaborate."

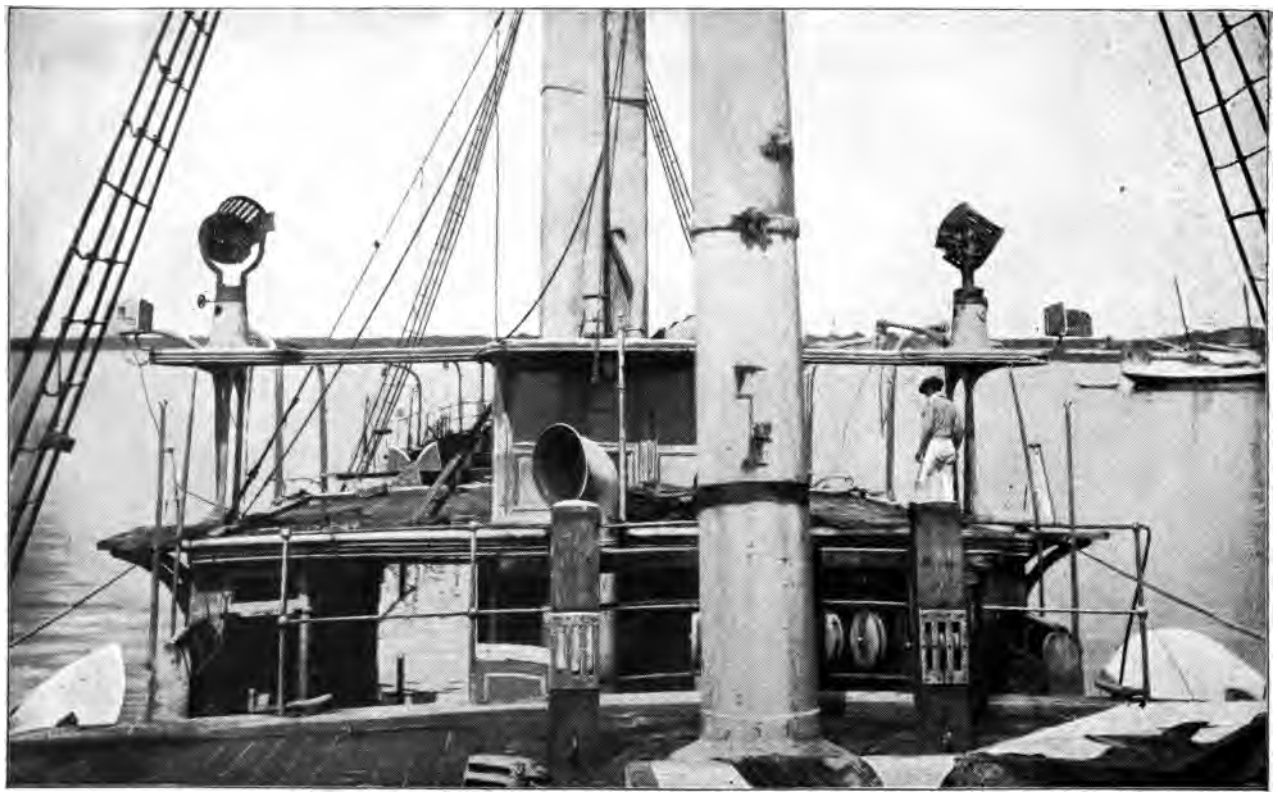
The Spaniards' volume of fire had not been appreciably lessened, and although it was not acknowledged until some months after the battle, Dewey was ill satisfied with the early morning's work of his ships. Three of the Spanish boats had been fired, but all were, so far as could be observed from the flag-ship, in a condition to renew the combat. The Boston had also been set on fire, but the damage was slight. The magazines of the Olympia had but eighty-five rounds of five-inch ammunition, and the stock of eight-inch shells was not large enough to make another two hours' battle possible. The Spaniards, on the other hand, had sufficient material

*At the battle of Mobile bay the Hartford, Farragut's flag-ship, passed the forts and came to anchor a little before nine o'clock, and her crew went to breakfast. The other ships gradually joined her. But the battle was not yet over. (Soley.)

to last them through a day's fighting, and could obtain more from shore, while Dewey was seven thousand miles from his base of supplies. "I do not exaggerate in the least," says Mr. Stickney in "Harper's Magazine," February, 1899, "when I state that as we hauled off into the bay the gloom on the bridge of the Olympia was thicker than a London fog in November. Neither Commodore Dewey nor any of the staff believed that the Spanish ships had been sufficiently injured by our fire to prevent them from renewing the battle quite as furiously as they had previously fought. Indeed, we had all been distinctly disappointed in the results of our fire. Several times the Commodore had expressed dissatisfaction with the failure of the gunners to hit the enemy. We had begun firing at too great a distance, but we had gradually worked in further on each of the turns, until we were within twenty-five hundred yards at the close of the fifth round. At this distance, in a smooth sea, we ought to have made a large percentage of hits; yet so far as we could judge we had not sensibly crippled the foe. Consequently, Commodore Dewey hauled out into the open bay at the end of the fifth round to take stock of ammunition and devise a new plan of attack."

It is stated that the Admiral sent to the powder-magazine to inquire how many rounds remained for the five-inch guns. The answer came back, "Fifteen." This was a matter of grave concern, and consequently the withdrawal from action followed, to find out how the other ships were supplied, and to transfer from one to another as was needed and could be spared. Upon withdrawing it was found that the question had been misunderstood, and that there had been fifteen rounds fired by each of the five-inch guns, thus leaving a considerably greater number than that in the magazine. That the spirit of the men might be preserved they were given breakfast and the true cause of the withdrawal was kept from them.

The feeling of the men at the guns was very different. They believed, and the event proved that they were right, that their fire had been very effective, and it was hard for them to understand why the ships should be drawn off when it appeared to them that the battle was nearly won. And so the "breakfast story" was invented to cover the real reason for the withdrawal from the fight. It is a pity that it must be abandoned, for it was one that appealed strongly to the fancy, and would have furnished inspiration for future generations.



SPANISH GUNBOAT SUNK BY DEWEY'S FLEET AND AFTERWARD RAISED

Confirming Mr. Stickney's report of the Commodore's dissatisfaction with the work of the guns, Lieutenant Calkins, the navigator of the Olympia, is authority for the statement that "When we were turning for the third time, I think, I remarked to the Commodore, 'It is damnable that we have not done them more damage.' 'I think it is damnable, Lieutenant,' he replied, with quiet emphasis. I am afraid," Mr. Calkins concludes, "that I am responsible for all the swearing the Commodore did that day."

As stated by Mr. Davis, the plan of the attack was that of Brumby and Calkins, and in this they were true to the traditions of the American navy, adopting the plan known to naval theorists as the Port Royal.

This plan was that laid down by Commodore Dupont in 1861 in the attack on Port Royal, in South Carolina, a harbor situated between Charleston and Savannah, and the best upon the southern American coast. Commodore Dupont's plan was for the ships to pass the forts at a distance of eight hundred yards when moving southward; but when they made the second circuit they were to come nearer, so the gunners in the fort had not only to fire at the moving object, but at the ships some three hundred yards nearer than when they passed at first. On the approach to Port Royal they used the starboard broadside; on the return the port broadside. The essential of the plan was the designated elliptical track of the vessels. They made the circuit three times before the enemy capitulated.

Dewey's plan of attack, it seems, was modeled on the elliptical track of the vessels employed at Port Royal so successfully, with such adaptations as modern weapons and local conditions rendered necessary. The great range of the modern gun over the old smooth-bore of the rebellion enabled him to increase the distance. Local conditions compelled the use of the port broadside on the advance, the starboard on the return—simply a reversal of Port Royal. He thus secured the advantage of constantly keeping his fleet moving, making it a more difficult task to hit, and by an alteration of the range on each circuit puzzled the enemy's gunners.

Knowing the change in range which each turn would require, it was an easy matter for the gunners of the American squadron to be prepared and not be affected thereby in firing on the apparently immovable Spanish fleet and the fixed batteries at Cavite. The latter, however,



[illegible]

were, it is to be seen, every few minutes required to find a new range on a movable object. To this manœuvering it is apparent the American squadron owes greatly its escape from damage by the shot and shell of the enemy. They manœuvered under a plan that required the greatest skill as artillerists on the part of the enemy—firing at a constantly moving object at a constantly varying range. And the same manœuvers enabled the American gunners to operate under the greatest advantage—at immovable objects at a known range. Even the veriest landlubber should appreciate the fact that Dewey outgeneraled Montojo. The handicap can be likened to the poorest shot firing at the swinging target in a shooting-gallery, while the crack shot was firing at the stationary target.

When the battle was resumed shortly after eleven o'clock it became evident that the American fire had been as effective as could be wished. Flames were bursting from the Spanish flag-ship and from the Castilla. The explosion of the magazine on the Reina Christina was soon followed by a similar explosion on the Don Juan de Austria, to which Admiral Montojo had transferred his flag. The Don Antonio de Ulloa had been sunk in a duel with the Raleigh, and only the remnants of the Spanish squadron remained. The battle was won. Before one o'clock the batteries had been silenced, and the American squadron turned toward Manila, leaving the Petrel to destroy the small gunboats that had taken refuge in a channel back of Cavite.

Eleven ships and two torpedo-boats had been sunk or fired and destroyed; four hundred men of the Spanish crews had been killed and six hundred wounded, without the loss of a man and without any serious damage to the American ships. That they could pass for hours through the storm of shot and shell that constantly broke over them without losing a man is beyond question the most remarkable feature of the battle.

It is interesting to recall at this point some of the utterances against the American navy made just previous to the battle. Captain-General Augustin, of the Philippines, issued the following proclamation as soon as he received word from Hong-Kong that Dewey was coming:

"Spaniards: Between Spain and the United States of North America hostilities have broken out. The moment has arrived to prove to the



A Section of the Wreck of the Castilla

world that we possess the spirit to conquer those who, pretending to be loyal friends, take advantage of our misfortunes and abuse our hospitality, using means which civilized nations count unworthy and disreputable.

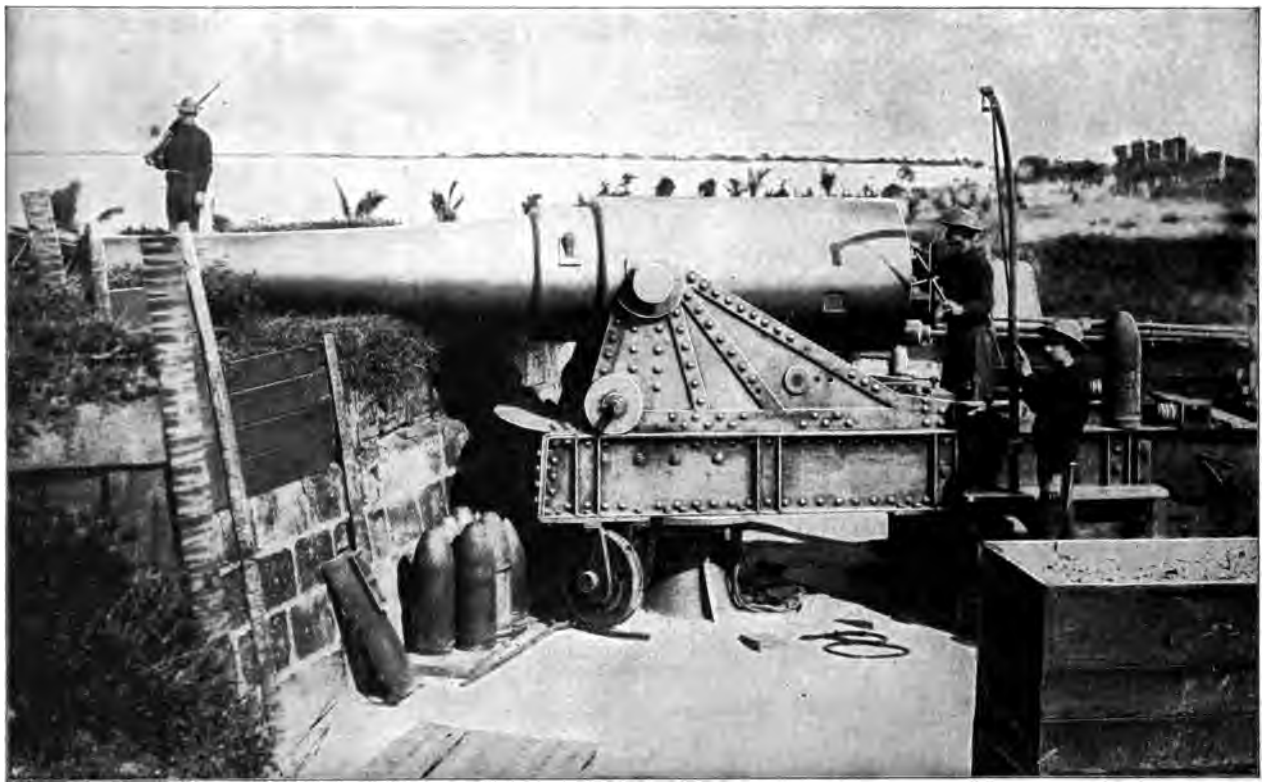
"The North American people, constituted of all the social excrescences, have exhausted our patience and provoked war with their perfidious machinations, with their acts of treachery, with their outrages against the law of nations and international conventions.

"The struggle will be short and decisive. The God of Victories will give us one as brilliant as the justice of our cause demands. Spain, which counts upon the sympathies of all the nations, will emerge triumphantly from this new test, humiliating and blasting the adventurers from those States that, without cohesion and without history, offer to humanity only infamous traditions and the ungrateful spectacle of chambers in which appear united insolence and defamation, cowardice and cynicism.

"A squadron manned by foreigners, possessing neither instruction nor discipline, is preparing to come to this archipelago with the ruffianly intention of robbing us of all that means life, honor and liberty. Pretending to be inspired by a courage of which they are incapable, the North American seamen undertake as an enterprise capable of realization the substitution of Protestantism for the Catholic religion you profess; to treat you as tribes refractory to civilization; to take possession of your riches as if they were unacquainted with the rights of property, and to kidnap those persons whom they consider useful to man their ships or to be exploited in agricultural or industrial labor.

"Vain designs! Ridiculous boastings!

"Your indomitable bravery will suffice to frustrate the attempt to carry them into realization. You will not allow the faith you profess to be made a mock of impious hands to be placed in the temple of the true God, the images you adore to be thrown down by unbelief. The aggressors shall not profane the tombs of your fathers; they shall not gratify their lustful passions at the cost of your wives' and daughters' honor, or appropriate the property that your industry has accumulated as a provision for your old age. No; they shall not perpetrate any of the crimes inspired by their wickedness and covetousness, because your valor and patriotism will suffice to punish and abase the people that,



NINE-INCH GUN ON LUNETA BATTERY, USED AGAINST DEWEY'S FLEET, MAY 1, 1898

claiming to be civilized and cultivated, have exterminated the natives of North America instead of bringing to them the life of civilization and of progress.

"Filipinos, prepare for the struggle, and, united under the glorious Spanish flag, which is ever covered with laurels, let us fight with the conviction that victory will crown our efforts, and to the calls of our enemies let us oppose with the decision of the Christian and the patriot the cry of 'Viva Espania!' Your general,

"Manila, 23d April, 1898. BASILIO AUGUSTIN DAVILA."

To which the Archbishop added: "Christians, defend your faith against heretics who raise an insuperable barrier to immortal souls, enslave the people, abolish crosses from cemeteries, forbid pastors to perform baptism, matrimony or funeral rites, or to administer consolation or grant absolution."

Lieutenant A. de Caula, of the Spanish navy, previous to the declaration of war contributed an article to the "Illustrated Spanish-American," in which he expressed the following opinion:

"As the United States has no traditions at all in her naval history, it will surprise no one if, in the near future, we hear that all her vessels have been relegated to the junk-pile. Fortunately for us, large smoke-stacks and the petty pride of the Yankees cannot frighten us, especially when we know through themselves that all the chief officers of the navy, mostly very old, have to contend with men working on board ship merely for wages. They fight, calculating in dollars the amount of courage they will be expected to display in battle."

When the vessels were withdrawn for the first time the reports of killed, wounded and damage to the ships were awaited with great anxiety by every one in the squadron, each captain thinking that it was impossible that his immunity had extended to his consorts. "Only eight wounded," was the report of Captain Dyer, of the Baltimore. "None seriously. Eight shells struck us, and two burst inside without hurting any one." "Not a dashed one," was the next response to an inquiry for the number of wounded. "None killed and none wounded, but I don't know how it happened. I suppose you were all cut up," was another report. One ship was not hit at all. And when it was signaled that the Boston, which had been on fire, had no killed or wounded,

a cheer ran through the groups of men who stood, awaiting developments, on the closely assembled vessels.

But it must not be inferred that the enemy's fire was not heavy. At times it seemed to be accurate, and it is almost beyond belief that such shells as struck should have done so little damage. The Olympia was struck abreast the gun in the ward-room by a shell which burst outside. The signal-halyards were cut from Lieutenant Brumby's hand, on the after-bridge. A shell entered the Boston's port quarter and burst in Ensign Dodridge's state-room, starting a hot fire, and fire was also started by a shell which burst in the port hammock-netting. Another shell struck the Boston's foremast just in front of Captain Wildes, on the bridge. The Baltimore suffered the most. One shot passed clear through her, fortunately hitting no one. Another ripped up her main deck, disabled a six-inch gun and exploded a box of three-pounder ammunition, wounding eight men. The names of the men wounded in the fight are: Lieutenant Frank Woodruff Kellogg, of Waterbury, Connecticut; Ensign Noble Edward Irwin, of Greenfield, Ohio; Coxswain Michael John Buddinger, of Manitowoc, Wisconsin; Landsman Robert L. Bartow, of Bartow, Minnesota; Seaman Richard B. Covert, of Racine, Wisconsin; Seaman William O'Keefe, of Newark, New Jersey; Seaman Rosario Ricciardelli, born in Italy, naturalized, and Coxswain Edward Snelgrove, of Ellensburg, Washington.

"Several months after the battle," says Mr. Davis in his "Stories of Admiral Dewey" in "McClure's Magazine," May, 1899, "Admiral Dewey was engaged in conversation, when the talk drifted back to the first of May, and it was mentioned that some of the captains declared that "the hand of God" had turned aside the Spanish shells on that morning and left our ships and men scatheless.

"I believe it, I believe it!" exclaimed the Admiral. "It is easier to believe that than it is to believe that so many shells could have missed us from human inaccuracy of fire. I would stand there and see the smoke and fire from a Spanish gun and know that the shell was coming directly at the Olympia. I would say, 'Surely that must hit us;' and yet it didn't. God knows where all the shells went." He was silent a few moments, looking down at the deck, and then:

"If I were a religious man—well, I hope I am a religious man—yes, I am a religious man—but if I were a religious man in the sense in

which that term is ordinarily understood, I should certainly say that the Lord meant to punish Spain for her years of wickedness and misrule in these islands. Why, look at it!" He jumped up and swung his hand around in a broad sweeping gesture that took in Manila and the beautiful country beyond it. "We have taken an empire and have lost scarcely a man." He stood for a minute with his hand resting on the temporary rail, looking out toward the Mariveles mountains. "It was the judgment of God," he said, "the judgment of God."

So much has been said about the Admiral's religious faith that it may not be amiss right here, in connection with this solemn avowal of belief in the judgment of God, to give what is known on the subject. Charles Dewey, a brother of the Admiral, says:

"You may state on my authority, and that of George Goodwin Dewey, his only son, that my brother is a member of the Episcopalian church."



CAPTAIN-GENERAL AUGUSTIN

William T. Dewey, nephew of the Admiral and son of Charles Dewey, gives these particulars: "As to the Admiral's religion, he was baptized in the Episcopal church, always attended same, married in the same. He was educated at Norwich, Vermont, Episcopal Military Academy. . . . His son was educated at St. Paul Episcopal school, Concord, New Hampshire. . . . His father was one of the first to organize the Episcopal church here, and was warden for about thirty years; his brother, my father, has been warden about forty-five

years. . . . His sister was educated at St. Mary's Episcopal school in New Jersey, and the Admiral's nephews and nieces, fourteen in number, are all members of the Episcopal church."

The Spaniards had fought bravely and stubbornly; not a flag was struck. But they fought wildly, unskilfully, and therefore ineffectively. They fought in antiquated ships under incompetent officers. Montojo was of the type of officers very familiar in Spanish history—"Too old for any profession but that of the church." He abandoned his ships before the close of the battle, and was rowed to the shore, waving his sword in impotent ferocity from the stern of the boat. His carriage and pair were waiting to carry him to Manila. When Admiral Dewey made his first trip ashore he saw the residence that had been occupied by Montojo. "They showed me the palace of Admiral Montojo, and his town house with the signal staff in front of it," Dewey said afterward. "Imagine an admiral in command of a fleet living on shore and giving his orders from the porch! Think of an admiral with a town house and a palace in the country, like a banker or merchant. No wonder he lost. How could he expect to win? I would go to the McCulloch if necessary, but I would be afloat."



ADMIRAL MONTOJO

This incident serves to illustrate how different were the characters of the two commanders, and to explain in some measure the result of the conflict when they met in battle. The Spanish admiral wore a cocked hat, gold-laced coat and a sword; Dewey wore a duck suit and a golf-cap. His only weapon was his marine-glass. And while Montojo

frantically paced the quarter-deck of his cruiser, the American commander stood or sat quietly on the bridge of his ship, ready to take instant advantage of every opportunity. "To think of his sitting on that bridge, smoking a cigar, with one leg swung over the rail, for all the world as if he was sitting on the porch of his own house at home on a summer's evening," said Terence Murphy, foreman of the second section. "His manner did not noticeably change all through the morning. He showed the strain, perhaps, but very slightly. It was, however, more like a stroll than one of the great battles of history. The shots did not come near enough to worry us, or when they did come near we were too busy to give them much attention," said Calkins.

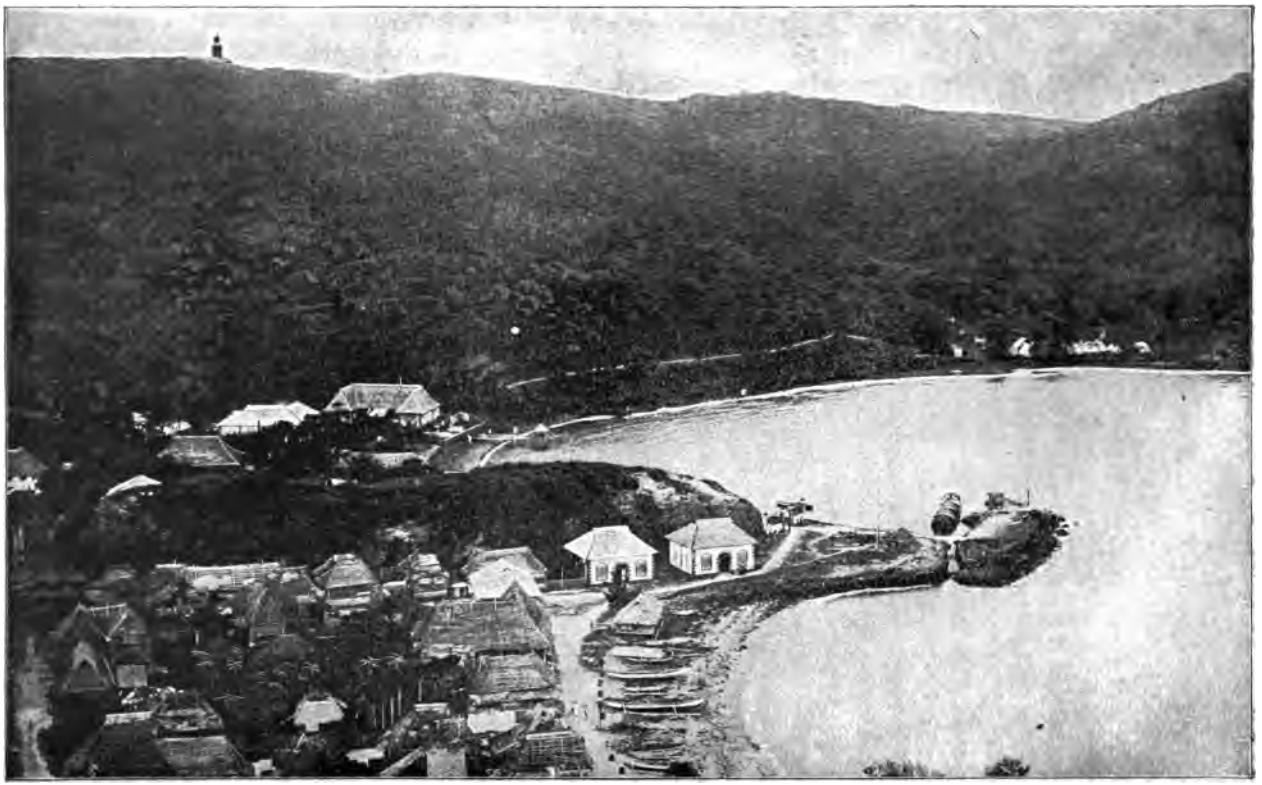
When the war with Spain broke out Lord Charles Beresford, the most noted fighter in the British navy, said the result of every encounter between the fleets of the contending nations would be dependent more upon the men in command than upon anything else. While other critics have regarded sea-power in these days as a thing to be measured by the number of ships, weight of armor and force of heavy guns a nation has in its navy, this experienced Englishman has insisted from the first that never did personal courage and skill on the part of the commander count for more at sea than in these days. The modern war-ship is calculated to excite almost as much fear in her own crew as in that of the enemy. Only the brave can heroically fight these monstrous war-machines, and only the skilful whose skill does not waver in the hour of peril can make the heroism successful.

Dewey proved the truth of the estimate made by Lord Beresford.

Dewey's first official report of the victory did not reach Washington until May 7th. It was sent by the McCulloch to Hong-Kong, and there telegraphed, the Manila cable station being in the hands of the enemy. The report read:

"MANILA, May 1, 1898.

"The squadron arrived at Manila this morning, immediately engaged the enemy, and destroyed the following Spanish vessels: Reina Christina, Castilla, Ulloa, Isla de Cuba, General Lezo and Duero, Correo, Velasco, Mindanao, one transport and the battery at Cavite. The squadron is uninjured, and only a few men were slightly wounded. The only means of telegraphing is to the American consul at Hong-Kong. I shall communicate with him. "DEWEY."



A GLIMPSE OF CORREGIDOR, SHOWING THE LIGHT-HOUSE, SPANISH GUARD-HOUSES AND TENTS OF AMERICAN GARRISON

This was immediately followed by this dispatch:

"CAVITE, May 4, 1898.

"I have taken possession of the naval station of Cavite, on Philippine islands. Have destroyed fortifications at bay entrance paralleling garrison. I control bay completely and can take city at any time. The squadron is in excellent health and spirits. Spanish loss not fully known, but very heavy. One hundred and fifty killed, including captain of Reina Christina. I am assisting in protecting Spanish sick and wounded. Two hundred and fifty-six wounded in hospitals within our lines. Much excitement at Manila. Will protect foreign residents. "DEWEY."

Dispatches as direct and pointed as any of the famous reports of famous generals, when the demands of the situation are considered. Perry said from Lake Erie, "We have met the enemy and they are ours." Havelock said, in the hour of his greatest victory, "I am in Lucknow." Cæsar said, "I came, I saw, I conquered." Grant telegraphed from Appomattox, "General Lee surrendered the army of Northern Virginia this afternoon on terms proposed by myself." There is in Grant's dispatch no note of triumph, but a simple statement of a tremendous fact. There is in Commodore Dewey's dispatches the same simplicity, with no exultation over a great victory. He states in as few words as possible just what he has done.

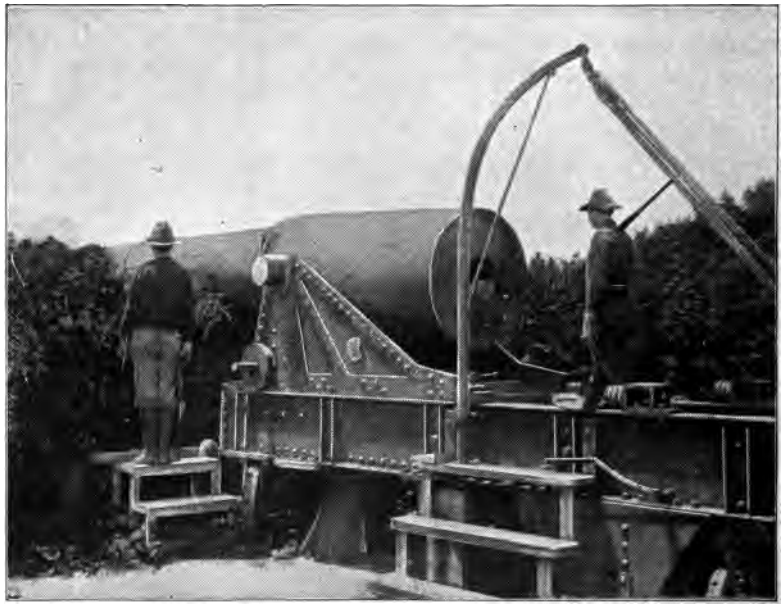
The reply of Secretary Long was dispatched a few hours after the receipt of the reports from Hong-Kong. The Secretary said:

"The President, in the name of the American people, thanks you and your officers and men for your splendid achievement and overwhelming victory. In recognition he has appointed you acting admiral, and will recommend a vote of thanks to you by Congress."

The Admiral's detailed report to the Navy Department was as follows:

"The squadron left Mirs bay on April 27th, arrived off Bolinao on the morning of April 30th, and finding no vessels there proceeded down the coast and arrived off the entrance to Manila bay on the same afternoon. The Boston and the Concord were sent to reconnoiter Port Subig. A thorough search of the port was made by the Boston and the

Concord, but the Spanish fleet was not found. Entered the south channel at 11:30 P. M., steaming in column at eight knots. After half the squadron had passed, a battery on the south side of the channel opened fire, none of the shots taking effect. The Boston and the McCulloch returned the fire. The squadron proceeded across the bay at slow speed and arrived off Manila at daybreak, and was fired upon at 5:15 A. M. by three batteries at Manila and two near Cavite, and



KRUPP GUN, MANNED BY AMERICAN SOLDIERS, MANILA

by the Spanish fleet anchored in an approximately east and west line across the mouth of Bakor bay, with their left in shoal water in Canacao bay.

"The squadron then proceeded to the attack, my flag-ship, Olympia, under my personal direction, leading, followed at a distance by the Baltimore, Raleigh, Petrel, Concord and Boston in the order named, which formation was maintained throughout the action. The squadron opened fire at 5:41 A. M. While advancing to the attack two mines were exploded in front of the flag-ship, too far to be effective. The squadron

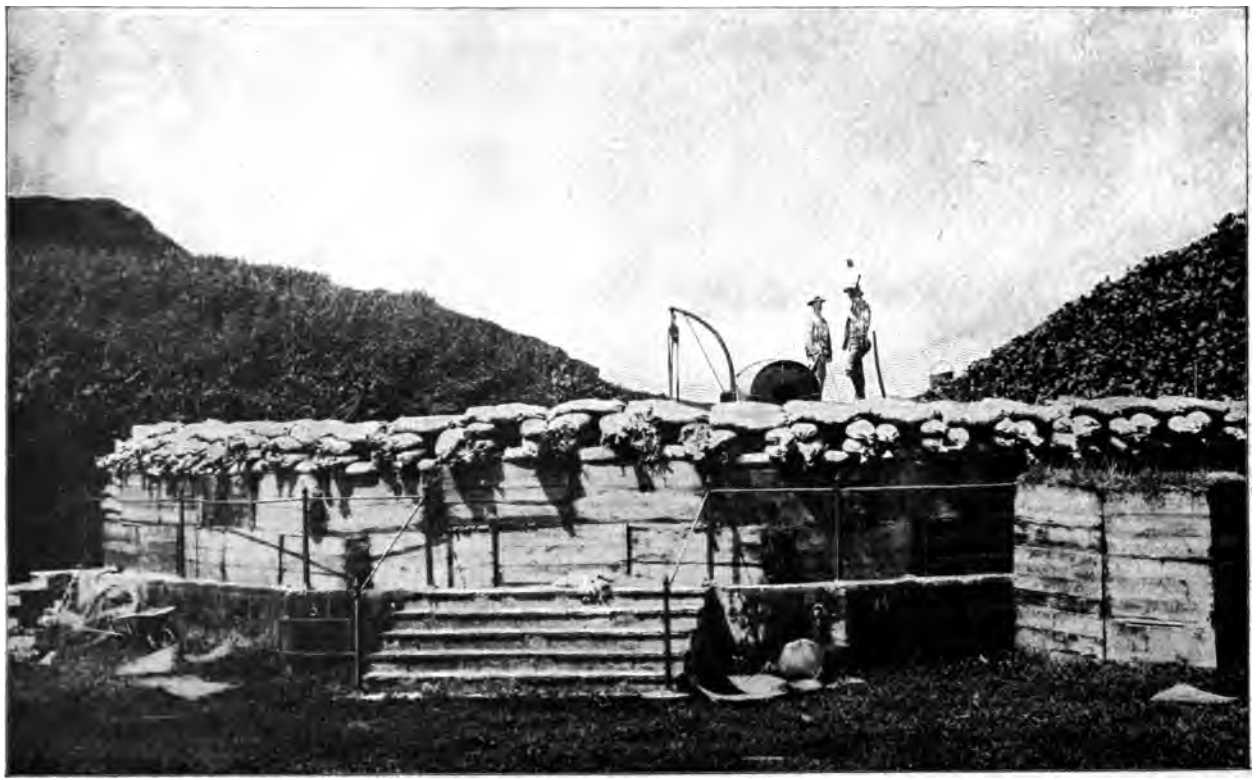
maintained a continuous and precise fire at ranges varying from five thousand to two thousand yards, countermarching in a line approximately parallel to that of the Spanish fleet. The enemy's fire was vigorous, but generally ineffective. Early in the engagement two launches put out toward the Olympia with the apparent intention of using torpedoes. One was sunk and the other disabled by our fire and beached before they were able to fire their torpedoes.*

"At 7 A. M. the Spanish flag-ship, Reina Christina, made a desperate attempt to leave the line and come out to engage at short range, but was received with such a galling fire, the entire battery of the Olympia being centered upon her, that she was barely able to return to the shelter of the point. The fires started in her by our shells at the time were not extinguished until she sank. The three batteries at Manila had kept up a continuous fire from the beginning of the engagement, which fire was not returned by my squadron. The first of these batteries was situated on the south mole-head at the entrance of the Pasig river, the second on the south position of the walled city of Manila, and the third at Malate, about one half mile further south. At this point I sent a message to the governor-general to the effect that if the batteries did not cease firing the city would be shelled. This had the effect of silencing them. At 7:35 A. M. I ceased firing and withdrew the squadron for breakfast. At 11:16 I returned to the attack. By this time the Spanish flag-ship and almost all the Spanish fleet were in flames. At 12:30 the squadron ceased firing, the batteries being silenced and the ships sunk, burned and deserted.

"At 12:40 the squadron returned and anchored off Manila, the Petrel being left behind to complete the destruction of the smaller gunboats which were behind the point of Cavite. This duty was performed by Commander E. P. Wood in the most expeditious and complete manner possible. The Spanish lost the following vessels: Sunk, Reina Christina, Castilla, Don Antonio de Ulloa; burned, Don Juan de Austria, Isla de Luzon, Isla de Cuba, General Lezo, Marquis Del Duero, Correo Velasco and Isla de Mindanao (transport); captured, Rapido and Hercules (tugs); and several small launches.

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*"When I called the Commodore's attention to the torpedo-boat that was sneaking out from Sangley Point, he replied, 'Well, you look after her. I can't be bothered with torpedo-boats.'" Narrative of Mr. Stickney.



NINE-INCH GUN ON THE LUNETA, SHOWING METHOD OF PROTECTING BY BOMB-PROOF CASEMENT

"I am unable to obtain complete accounts of the enemy's killed and wounded, but believe their losses to be very heavy. The Reina Christina alone had one hundred and fifty killed, including the captain, and ninety wounded. I am happy to report that the damage done to the squadron under my command was inconsiderable. There were none killed and only seven men [in the list of wounded eight names are given] in the squadron were wounded. Several of the vessels were struck and even penetrated, but the damage was of the slightest, and the squadron is in as good condition now as before the battle.

"I beg to state to the Department that I doubt if any commander-in-chief was ever served by more loyal, efficient and gallant captains than those of the squadron now under my command. Captain Frank Wildes, commanding the Boston, volunteered to remain in command of his vessel, although his relief arrived before leaving Hong-Kong. Assistant-Surgeon Kindelburger, of the Olympia, and Gunner J. C. Evans, of the Boston, also volunteered to remain after orders detaching them had arrived. The conduct of my personal staff was excellent. Commander B. P. Lamberton, chief of staff, was a volunteer for that position, and gave me most efficient aid. Lieutenant Brumby, flag-lieutenant, and Ensign E. P. Scott, aide, performed their duties as signal officers in a highly creditable manner. Caldwell, flag-secretary, volunteered and was assigned to a subdivision of the five-inch battery. Mr. J. L. Stickney, formerly an officer in the United States navy, and now correspondent for the New York 'Herald,' volunteered for duty as my aide, and rendered valuable service. I desire especially to mention the coolness of Lieutenant C. B. Calkins, the navigator of the Olympia, who came under my personal observation, being on the bridge with me through the entire action, and giving the ranges to the guns with an accuracy that was proved by the excellency of the firing.

"On May 2d, the day following the engagement, the squadron again went to Cavite, where it remains. . . . On the third the military forces evacuated the Cavite arsenal, which was taken possession of by a landing party. On the same day the Raleigh and Baltimore secured the surrender of the batteries on Corregidor island, paroling the garrison and destroying the guns. On the morning of May 4th the transport Manila, which had been aground in Bacoor bay, was towed off and made a prize. "DEWEY."

The enthusiasm excited all over the United States upon receipt of news of Admiral Dewey's victory demanded his immediate recognition by Congress. This demand was embodied in President McKinley's message of May 9th to Congress, in which the executive said:

. . . "The magnitude of this victory can hardly be measured by the ordinary standards of naval warfare. Outweighing any material advantage is the moral effect of this initial success. At this unsurpassed achievement the great heart of our nation throbs, not with boasting nor with greed of conquest, but with deep gratitude that this triumph has come in a just cause and that by the grace of God an effective step has thus been taken toward the attainment of the wished-for peace.

"To those whose skill, courage and devotion have won the fight, to the gallant commander and the brave officers and men who aided him, our country owes an incalculable debt. Feeling, as our people feel, and speaking in their name, I sent a message to Commodore Dewey thanking him and his officers and men for their splendid achievement and informing him that I had appointed him an acting rear-admiral.

"I now recommend that, following our national precedents, and expressing the fervent gratitude of every patriotic heart, the thanks of Congress be given Acting Rear-Admiral Dewey, of the United States navy, for highly distinguished conduct in conflict with the enemy, and to the officers and men under his command for their gallantry in the destruction of the enemy's fleet and the capture of the enemy's fortifications in the bay of Manila."

On the day the message was received both houses voted a resolution of thanks to Admiral Dewey and the officers and men of the squadron, and passed a bill authorizing the creation of an additional rear-admiral. Dewey's appointment to the vacancy thus created was confirmed by the Senate May 11th. Congress also made an appropriation of ten thousand dollars for the purchase of a sword for Admiral Dewey, and medals for each one of the officers and men of his squadron. No more prompt recognition could have been made, and this promptness added much to the value of the reward. And in the whole country not a dissenting voice was heard.

The modest nature of the man is shown by his reply as set forth in the following message sent by the President to Congress:

"To the Congress of the United States:

"The resolution of Congress, passed May 9, 1898, tendering to Commodore George Dewey, United States navy, commander-in-chief of the United States naval forces on the Asiatic station, the thanks of Congress and of the American people for highly distinguished conduct in conflict with the enemy, as displayed by him in the destruction of the Spanish fleet and batteries in the harbor of Manila, Philippine islands, May 1, 1898, and through him extending the thanks of Congress and of the American people to the officers and men under his command for gallantry and skill exhibited by them on that occasion, required the President to communicate the same to Commodore Dewey, and through him to the officers and men under his command. This having been done through the Secretary of the Navy on the fifteenth of May, 1898, the following response has been received [from Dewey], and is hereby transmitted to the Congress:

" 'I desire to express to the Department, and to request that it will be transmitted to the President and to Congress, my most sincere thanks for the great compliment paid to me.'

"Executive Mansion, June 1, 1898. WILLIAM MCKINLEY."

Dewey received notice of his promotion about two o'clock in the afternoon, and although there was a rumor about in the fleet that the President had recognized his services and his victory, no official notice of it was given that night. When at eight o'clock next morning the flags went up, all eyes were turned on the Olympia's mainmast. The blue flag went up, but on it were two stars instead of one, and every American heart in Manila bay that morning rejoiced that there was indeed a partial fulfillment of the Dewey motto.

The estimation in which Admiral Dewey is held by his junior officers and men, and their view of the battle, can best be told by one of their own number, Lieutenant-Commander Corwin T. Rees, executive officer of the Olympia as she steamed boldy past Corregidor. He says:

"The battle of Manila bay was one of the most daringly planned and brilliantly executed achievements of our war with Spain or with

any other country. War affords no parallel; prophecy can foretell nothing more perfect. It was annihilation wrought under the shield of immunity. It was a latter-day wonder and a May-day miracle.

"In that achievement, from which our fleet emerged, after inflicting immense slaughter, without the loss of a single life, there is an inscrutable, unthinkable, genuine modern miracle. It is Dewey's greatest glory, the nation's proudest fortune, the world's oldest wonder. It



FORT AT MANILA, SHOWING EFFECT OF DEWEY'S GUNS

was a triumph that reverberated around the world, taught a matchless lesson, and set the pace for future operations without the loss of a single man, a single gun or a single meal.

"This American miracle by an American commodore, American ships, American guns and crew, is wonderful enough and inscrutable enough to point a volume of morals and adorn a thousand tales. Never was the lesson of making war with renown more signally illustrated; never was the principle of preparedness for battle and scientific celerity in action so vividly exemplified.

"Our butcher's bill was nothing, yet the prize we won was the prize of island empire and the control of the Pacific. The prestige of American arms was there established beyond dispute. The news of our victory traveled with the wind, and was an elixir or a poison, according to the taste.

"Dewey not only destroyed the enemy, but, grander still, he saved everything most dearly prized—every vessel, every life, every flag, every gun. He was the incarnation of battle until victory perched upon his masthead; then he became the sphynx of thought and the embodiment of diplomatic wisdom. He led the battle in time of war, and he compelled acquiescence in his interpretation of law for the preservation of neutrality and the maintenance of peace.

"Imagine for a moment what would have been the result if our squadron instead of winning a victory had suffered even a partial defeat. We had no retreat provided for us in case the ships had been crippled. Cuba would have been jeopardized, and our markets and securities depreciated.

"Why did Dewey, then, take the responsibility of staking everything on the cast of a single die? It was because he knew it was loaded with American men, guns and ships, with American valor, patriotism and invincibility. To skill, courage, determination and the god of battle he trusted, and his trust was not in vain. His victory placed us in the foremost rank of self-reliant, invincible nations; he gave voice in tones of thunder to the national determination that the United States will never hereafter take a back seat, but will ever maintain its just preeminence and exalted dignity—by arguments first, and then by Dewey's cannon, wherever its flag flies or its righteous interests are assailed.

"Yea, this one marvelous victory is a greater guarantee of the future peace of the world than all the paper disarmament schemes of czar or of emperor, of kings or of queens." [Judging from the results of the Peace Conference held at The Hague, this statement of Lieutenant Rees is prophetic.]

This is from the standpoint of an officer, but we have also a word from below the decks. The following verses were contributed to the Manila "Times" by one of the ordinary seamen in Dewey's squadron. The nautical Whitcomb Riley has entitled his verses "Dewey Were His Name."

He come an' raised his flag aboard the ship,
  An' mentioned how that Dewey were his name.
He didn't have no great amount o' lip,
  But wot he said he meant it, jist the same.
He put us thro' manœuvers short and long,
  An' kep' us at subcaliber betweens,
Until we come to anchor at Hong-Kong,
  An' got our orders for the Philippines.

Then this 'ere Dewey struck a pow'ful gait,
  An' mentioned how that somethin' had ter drop;
He kep' the colliers workin' soon an' late,
  An' every blessed jacky on the hop;
An' w'en 'e got 'is bunkers chock-a-block,
  W'y, then he up an' filled his magazines,
An' tol' 'em, w'en they asked him wot's o'clock,
  "A little game o' Spanish Philippines!"

An' w'en all's done, he up an' goes to sea,
  The other ships a-trailin' in his rear;
An' w'en he sights them islands on his lee,
  He signals out fer every ship to clear.
We done it with a ringin', rousin' cheer,
  Fer why, we'd kind o' learned to like his style,
The which were sich, he made it to appear,
  He knowed wot he were doin' all the while.

He kep' us on an' off till close o' day,
  An' then he kind o' squared around his chin
An' wig-wagged out, "Their ships is in the bay;
  They won't come out, so I'm a-goin' in!"
He knowed the odds agin him in the game,
  He knowed the bay were mined for Uncle Sam;
He likewise knowed that Dewey were his name,
  An' bein' sich, he didn't care a damn.

So on we went a-creepin' thro' the night,
  Not knowin' whereabout that we was at;
With every barker stripped in trim fer fight,
  An' every blessed jacky standin' pat;
An' when the mornin' broke, w'y, there we lay,
  Lined up, each crew a-standin' to its gun,
Right in the middle o' Manila bay—
  Old glory gleamin' pretty in the sun.

There weren't no time ter talk about it then,
  Fer Spain cut loose her iron in a shower,
An' powder-monkeys turned to fightin' men,
  An' fightin' men to devils, in an hour.
'Twere just one awful crashin', tearin' roar,
  That seemed like it were bustin' o' your brain,
Along with shrieks of Yankee shells, thet bore
  A message labeled "Don't forget the Maine!"

Lor' bless us, but it were a proper sight,
  Them ships an' forts a-spittin' shot an' shell,
An' Dewey, lookin' pleasant an' perlite,
  Requestin' from the bridge to "Give 'em hell!"
An' w'en we gits the order to retire,
  An' waits until the smudge has blowed away,
Their ships as wasn't sinkin' was afire,
  An' Uncle Sam were master of the bay.

I hear there's some as says it weren't no fight,
  As does their fightin' home an' in a chair;
"If we'd been there," they says, "we'd done it right!"
  Well, mebbe so—God knows that they was there;
It weren't our fault the Spaniards couldn't aim,
  Our ships was there to hit, as well they knows,
But, bless their hearts! we'd licked 'em jist the same
  If they'd had gunners picked from all that grows.

So, mates, these words is all I've got to say,
  I says 'em, an' I means 'em, every one;
They ain't no other man alive to-day
  Would tried to do wot Dewey tried an' done;
We knows it, us as sweat behind his guns;
  They knows it, them as writes the scroll of fame,
An' w'en they tells o' heroes to our sons,
  W'y, mates, they'll head the list with Dewey's name.

March 2, 1899, Congress unanimously passed a bill authorizing the President "to appoint by selection and promotion an admiral of the navy, who shall not be placed on the retired list except upon his own application, and whenever such office shall be vacated by death or otherwise the office shall cease to exist." In accordance with custom the resolution did not name the recipient of the office, but Dewey's appointment to it followed the next day.



ENGLAND'S MONUMENT TO HER GREAT ADMIRAL, HORATIO NELSON

He had now received the highest honors in the gift of the nation, and these honors were bestowed with the unanimous approval of the people of the United States. Farragut was not made an admiral until four years after New Orleans, and Porter waited until 1870 for the honor. Only Farragut and Porter and Dewey have held the office of admiral in the American navy.

His name was thus linked with those of the greatest naval heroes the world had heretofore known—Horatio Nelson in England, and David Glasgow Farragut in America.

The conditions under which he won his victory resemble closely those under which Nelson and Farragut secured enduring fame.

Nelson's greatest achievement was the battle of the Nile. This battle laid the foundation of his fame as the Napoleon of the seas, and was the beginning of the train of events that led up to Waterloo and led to the final triumph of England over France. Trafalgar was the glorious consummation of Nelson's career, but his greatest claim on history rests principally upon the battle fought at Aboukir bay in the summer of 1789. Like Dewey, in that battle Nelson boldly steamed into a hostile harbor, and his strategy when the actual fighting came was substantially the same, striking the center of the hostile fleet and then destroying the wings in succession. Defeat in either battle would have put the attacking fleet at the mercy of a savage foe, to be crushed by the jaws of an irresistible vise. Nelson had the French fleet on one side and the French army on the other. As with Dewey, it was a case of victory or death. But in one important respect Dewey's achievement was even bolder than that of Nelson. In 1789 torpedoes and submarine mines were not used in naval warfare, and all the great English admiral had to fear was shoals and sand-bars.

Where the parallel between the battle of the Nile and that of Manila leaves off, that with the battle of Mobile begins. Farragut boldly steered into Mobile harbor, undeterred by the fact well known to him that the harbor was mined. But it was in no spirit of rashness or bravado that Admiral Farragut took the great risk. Like Grant, when he cut himself off from communication by going below Vicksburg, he felt that there was no other way and that Mobile must be reduced. In the calm of the night before the eventful morning he wrote to his wife that he had prayed, "O God, who created man and gave him

reason, direct me what to do! Shall I go on?" And he added, "It seemed to me as if in answer a voice commanded, 'Go on!'" And he obeyed the order. The next day the language of the Christian at his prayers gave way to that of the sailor in action, and when the vessel leading the line stopped and signaled that there were torpedoes ahead, he shouted, "Damn the torpedoes!" To every suggestion that he turn back, lashed to the rigging of the Hartford, he called out, "Four bells!"

And yet, even in respect to the unseen dangers of the water, Dewey was bolder than Farragut, for in Farragut's time the application of electricity to torpedo-firing had not been made. Farragut's only peril lay in contact. Dewey, on the other hand, knew that by the touch of a button miles ashore the best vessel of his squadron might be sent to the bottom. Yet, like Nelson, like Farragut, he refused to calculate chances, to weigh in the balance where success was certain, and as usual pluck won.

Nelson, Farragut and Dewey! Thus the most glorious traditions of the English-speaking race the world over are linked together, and all three will be honored so long as glory lasts and mankind honors brave deeds.

While the glory of American arms and American valor was augmented by Admiral Dewey's great victory, and in his own country his praise was on every tongue, in Spain the effect was far different. The Spanish people, true to their traditions, had words of praise for the valiant defense made by their sailors, but let out their wrath upon the government and those in authority. "El Nacional," the Weylerite organ, said: "Yesterday, when the first intelligence arrived, nothing better occurred to Admiral Bermejo, minister of marine, than to send to all the newspapers comparative statistics of the two contending squadrons. By this comparison he sought to direct public attention to the immense superiority of a squadron of ironclads over a squadron of wooden vessels, dried up by the heat in those latitudes. Spain undoubtedly sees therein the heroism of our marines, but she sees also, and above all, the nefarious crime of the government. It is unfair to blame the enemy for possessing forces superior to ours; but what is worthy of being blamed with all possible vehemence is this infamous government, which allowed our inferiority without neutralizing it by means of preparations. A good battery on Corregidor island, with

great reflectors, and guns capable of sweeping the sea for miles around, would have kept the American squadron out of the bay. In Corregidor there were only a few wretched guns taken from the war-ships a few days ago. This is the truth. Our sailors have been basely delivered over to the grape-shot of the Yankees, a fate nobler and more worthy of respect than those baneful ministers who brought about the first victory and its first victims."

"El Heraldo" incoherently shrieks: "It was no caprice of the fortunes of war. From the very first cannon-shot our fragile ships were at the mercy of the formidable hostile squadron. They were condemned to fall, one after another, under the fire of the American batteries, powerless to strike, and were defended only by the valor in the breasts of their sailors. What has been gained by the illusion that Manila was fortified? What has been gained by the information that the broad and beautiful bay, on whose bosom the Spanish fleet perished yesterday, had been rendered inaccessible? What use was made of the famous island of Corregidor? What was done with its guns? Where were the torpedoes? Where were those defensive preparations concerning which we were required to keep silent? We cannot define it. The government has not defined it for the information of the country, and although the greater portion of yesterday's cabinet council was devoted to the subject, the government has refused to issue even a note, leaving us in ignorance respecting its views on this fateful event. There is nothing rash in the suspicion that the government's attitude in this matter is a desire to hide a part of the truth. This, however, is a baneful mistake."

All the papers seemed to be agreed in their condemnation of the government. "El Liberal" joins the chorus as follows: "Those of whom in these columns we have required an explanation of the occult causes which brought about the catastrophe of Manila have met our demands with silence. They have employed force to silence those who, in the streets, have protested against the real authors of our great misfortune, and for this have proclaimed a state of siege. Our eyes would indeed be full of tears, and our souls filled with sadness, but our vital force would not be weakened, if we were certain that the destruction of our Philippine squadron and the glorious death of its crews were attributable solely to war and its vicissitudes. Unfortunately, we

have not this consoling certitude. Unfortunately, we are all depressed with a presentiment that the disaster of Sunday will be repeated in other places, owing to the same causes. This suspicion, embodied in the public conscience, does not allow the investigation of the accusation, and, if necessary, the punishment. Our fatherland requires its soldiers to fight without analyzing the risk or counting the numbers, but not that they should do this under conditions of horrible inferiority and while employing weapons deprived of their edge. Even a purely numerical advantage, if we had enjoyed it, would have been utterly useless without guns of larger caliber, without protection, and without the means of attaining a speed equal to that of the enemy's ships. It is not a question of numbers, but of the quality of the war-ships. We are certain that Admiral Montojo himself, and the brave officers of his squadron, did not entertain one moment's hope of victory. We have reasons for believing that the Admiral over and over again drew the government's attention to the insufficiency of his forces and resources, and repeated these warnings in very unmistakable terms immediately after the declaration of war."

All of which is decidedly Spanish and makes one wonder why, if it be true, they even chanced a conflict.

Admiral Montojo more correctly attributed the defeat to inefficiency, while at the same time making an excuse for the same. Said he: "Our defeat is to be mainly attributed to the fact that for two years our gunners had been without target-practice. Our resources had been limited, and we had not been authorized to make the heavy expenditures necessary for practice-firing of the guns. The Spaniards fought with great valor and determination, but the gunners could not fire with accuracy. At the time of the engagement we had plenty of ammunition on all the vessels, and a reserve of several tons in the arsenal at Cavite. This fell into the hands of the Americans after the battle. Our powder-magazines were well stocked, and we had some new guns that we had not had time even to mount."

Pierre Loti, the sailor-author of France, and a violent Spanish partizan, in his recent book gives a striking pen-picture of the effect of the news in Madrid. In describing the events of May 1st he says:

"I spent the afternoon driving about Madrid with the French Ambassador and the Marquis de Zarco. Our carriage passes many

others and also hundreds of pedestrians going in a contrary direction, all hurrying to the bull-ring.

"No news has yet been received from the seat of war. We, like all the rest, wait patiently, hoping against hope, and under the splendor of this first sun of May the popular joy goes on increasing—a joy in which is courage, bravado and recklessness.

"Besides, to-morrow it is the 'Dos de Mayo,' the festival of the national deliverance. For this fete Madrid puts on her gayest apparel and covers her balconies with showy draperies. And God knows how many balconies there are in this city, at each floor and window! To-day all are decorated with baldachins, in cotton or brocade, red and yellow, the colors of Spain.

"When we return to the city at night the bull-fight is over. The sun has set. The usual crowd fills the streets. But the people seem more silent than usual. The groups appear to be more numerous. Every one seems to speak in a lower key. And we are surprised to see here and there people busy removing from the balconies the decorations that were only attached that very morning.

"At the Puerta del Sol the approaches to the telegraph-offices where the dispatches are posted are obstructed by a compact crowd of people reading. On white sheets pasted on the wall, written hastily by hand in big letters, is the still meager story of the first disaster—the defeat of the Spanish fleet before Manila. It is my last day in Madrid, and the hour of sunset finds me once more at the palace, awaiting the audience that Her Majesty has deigned to grant me before my departure. Since I came here the glorious disaster of the Philippines has cast its sadness over Spain, and the magnificent rooms and galleries seem even more deserted than before. No one in the vestibule nor in the corridors. I lose myself in thick-carpeted staircases, asking now and then the way of some sentry who is making his automatic round. And in the rooms where I wait the very sunbeams that play on the old brocades hanging from the lofty ceilings seem to reflect the melancholy of the great past.

"Yet I admire how Her Majesty the Queen Regent has maintained her grave serenity. During the few minutes that this farewell audience lasted the Queen spoke again of the enemy's acts, which stupefy her loyal soul—their captures before a declaration of war, their bombard-

ments without notification, their petroleum-shells, which set cities on fire; all their violations of the international rules of war, which Europe permits without interfering. But it seems to me that Her Majesty, notwithstanding, retains her confidence of the earlier days, her confidence in the heroism of her soldiers and of her sailors, who have commenced to die so bravely in this first unequal battle, lost in advance, and which, perhaps, reserves for America bloody surprises."

A prediction of woe for the United States which happily was not fulfilled. The graphic description of the day which crippled Spain's power forever—the morning of joy and Latinic abandonment, the evening of crushing defeat and disheartenment, when the gay holiday-makers clustered in silent groups to retell how the bravest of their ships went down, is a most powerful picture of the other side of the great conflict.

CHAPTER VII.

THE MEN



ATURALLY I am proud of the work of the squadron. I should not be fit to command it if I were not proud of its work; but I am proudest of my men. They are splendid fellows. They have done the work well. The people haven't realized how good their navy was. I would rather have command of this squadron than hold any office any people might give me.—Dewey as quoted by Oscar King Davis in "McClure's Magazine."

In considering Dewey's glorious victory it is but fair and as he would wish it that much of the credit should be given to those who so faithfully served him and carried out his every order. Within the turrets and below the decks it was much like a gun-drill. The same attention to duty and the same unceasing regularity characterized every movement. Undoubtedly there was a little more excitement, and more spirit was thrown into the work than on practice occasions, but the same discipline was there. In fact, as an example of magnificent discipline and obedience to duty in the face of death, there is nothing to compare with the men behind the guns in a fight between modern men-of-war. At each gun there is a captain, a plugman, a loader, a sponger, a liftman and a shellman, making twelve men in each turret. Each man knows his place and his duty. They have been so thoroughly drilled that there are no false moves, no delays; everything is done with the utmost expedition. If one man drops another takes his place, and so the fight goes on.

On that May morning the gun crews were mustered early. One can imagine the intense strain under which these men rested as they waited, and still waited, for the order which would set them into action. "Cast

Loose and provide!" comes the order, and immediately all is activity. The captain of the gun crew makes a rapid inspection to see that the mechanism of the gun is in order, the breech is opened, the hoist for ammunition in place, the loading-tray handy, and every unnecessary fitting of the gun placed quickly out of the way. The plugman, loader, sponger, liftman and shellman arrange their materials close at hand. Cutlasses, revolvers and rifles, with small ammunition, are arranged in racks at arms' length, easy of access in case a hand-to-hand conflict becomes necessary.



ENGINEERS AND STOKERS OF A MAN-OF-WAR

Having performed this duty, the crew falls into "position," ready for the next order. The powder-tank is brought up, the fuse and primer inspected, and then comes the order to "load." Numbers Nine and Ten of the crew haul up the shell and place it on the loading-tray. Number Five pushes it home, the powder charge wrapped in coarse cloth is shoved home by hand, the gas-check and screw-lock are wiped off, and Number Two closes the breech; the captain inserts the primer, hooks the lanyard and full-cocks the lock. "Point!" comes the order. And here is where the ordinary jacky may be superior to any officer on the ship. Shots are not wasted, and to point properly requires a quick and exact eye as well as a cool and calculating head. The man who possesses these traits is selected for the place, be he officer or enlisted man. The accuracy of the fire of our gunners proves the

wisdom of such a rule. "Commence firing!" The captain makes the electric connection, and the eight-inch gun hurls forth its mass of steel to carry death and destruction to the ships of Spain.

Having once commenced firing, the orders "Sponge," "Load," "Point," come in measured tones, and shot and shell are hurried forth on their mission. Heat and smoke fill the air, Spanish shells whistle overhead, and now and then the shock of one is felt, but these things do not interfere with the regular clockwork movement of the men behind the guns. Three shots a minute from each gun, six shots a min-



DISTRIBUTION OF ARMS ON BOARD A MAN-OF-WAR

ute from each turret, such is the tattoo of steel kept up by each eight-inch gun on the Olympia. So regular, so determined was the fire that had fate decreed the Olympia should go down, doubtless the last thought of the fighting crew would have been to have a farewell shot of hate and defiance. Thus hour after hour the firing keeps up, until at last comes the command "Cease firing!" and instantly all is still. Then, and only then, can the men behind the guns see the full effect of their awful work. The flag of Castile has gone down. They have swept the enemy from the seas. After centuries of oppression and misrule Spain has lost her Eastern empire.

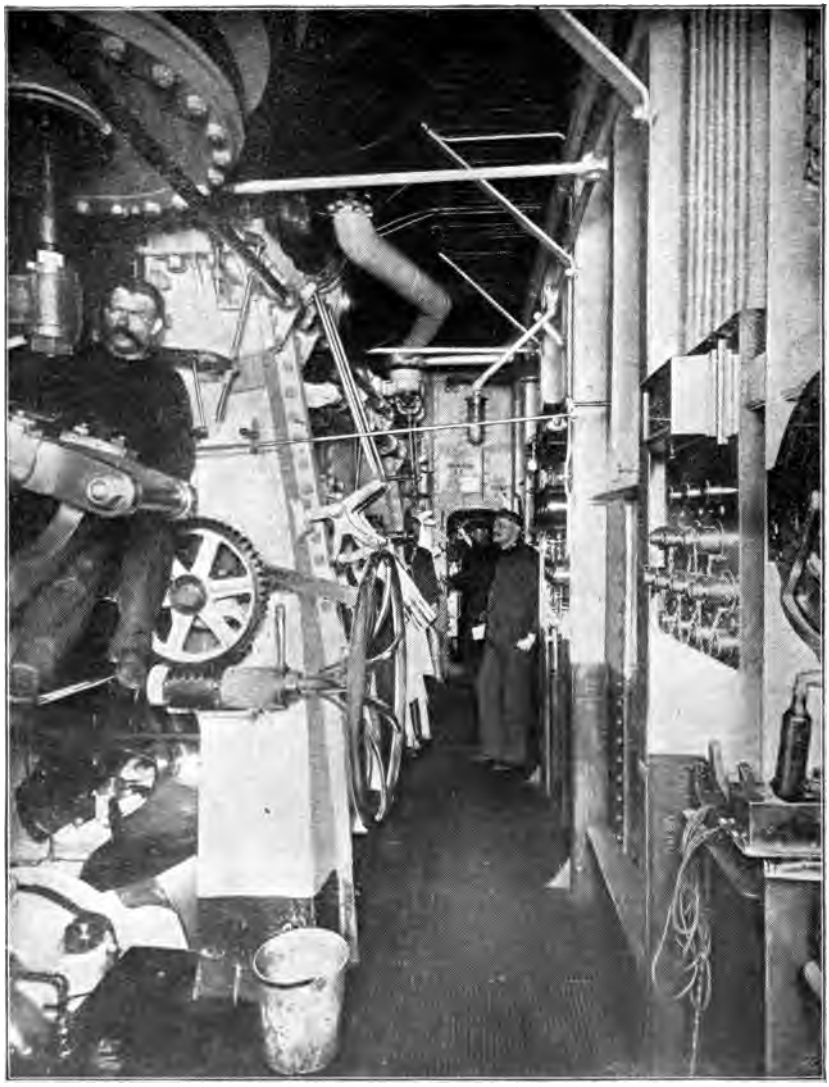


FIRE-ROOM OF A MAN-OF-WAR
Showing firemen in position; machinery not running. Notice vertical ladder at the right

In the meantime what has been the routine down in the bowels of the ship? Should the fires go out or should anything be wrong with the engines, the valor of those above would be for naught and defeat would be sure. Let one who has been in the furnace-room of a modern man-of-war tell his experience, then add to this the anxiety as to the progress of the battle and the feeling that should the ship go down certain death awaits those below, and we can form somewhat of an idea as to the conditions in the furnace-room of the Olympia on that Sunday morning. Mr. Jose De Olivares gives the following account of his experience in the furnace-room of a man-of-war:

"When I left the upper deck, through the narrow, grewsome hatchway immediately forward of her twin smoke-stacks, and lowered myself rung by rung down the vertical steel ladder into the sweltering furnace-room thirty feet below, it was much with the same feeling of mingled wonder and expectancy as I imagine the immortal Dante must have experienced at the outstart of his eventful excursion into the regions of the damned. And I seriously doubt whether Dante in any of his psychological rambles ever encountered an atmosphere that was one whit more trying than the fierce heat in the midst of which I stood upon reaching the steel-grated floor of this modern Inferno I had set out to explore. Glancing at a thermometer suspended against a bulkhead near by, I observed that the mercury stood at 165 degrees. The heat was all but intolerable. It was of a character altogether different from anything I had previously experienced or imagined. It seemed to transform the atmosphere into a seething, scintillating element entirely unknown to the upper world. The effect was as of a million magnetic needles penetrating the fibers and muscles of the body, and my bared arms and chest grew florid and crisp from the blistering heat, while the perspiration, scalding hot, streamed from every pore.

"The furnaces which generate this tremendous heat are twenty-four in number, arranged in groups of three under the eight boilers which generate the power to drive the vessel. Over each trio of furnaces is a powerful rotary fan which contributes the forced draft to the fires. In order to produce the greatest possible effect from the forced draft, all hatches leading to the fire-rooms are battened down. The consequence of this is that every breath of air which invades the fire-



ENGINE-ROOM OF A MAN-OF-WAR
Engineers in position; machinery not running. Note cylinder at the left

rooms first comes into contact with the furnace fires. At every three furnaces are stationed a fireman and a coal-passer. The latter brings the coal in big iron buckets from the bunkers and empties in the center of the fire-room, while the former shovels it at intervals of every ten minutes or so through the open doors of the furnaces.

"This is undoubtedly the most arduous of all work performed on board a man-of-war, or, for that matter, anywhere else. I can vouch for this, for I fired three furnaces just to get an idea of the amount of endurance it would call forth. And I got it. Stationing myself, shovel in hand, at the heap of coal I was to manipulate, I sang out an 'All ready!' to the fireman whom I had temporarily relieved, and who was standing ready to open the door to the first of the three furnaces before me. At my signal there was a sharp metallic clang, and the red-hot door gave place to a blinding, flaming void. Catching up a shovelful of coal, I hurled it into the fiery depths before me, repeating the process until another clang told me a third of my work was done. There was no interval in which to tighten my hold upon my straining nerves, but almost simultaneously with the banging of the first door the second swung back on its ponderous hinges. I ground my teeth as the heat smote me seemingly with renewed fury, but managed to hold my ground until the hunger of the three furnaces had been temporarily appeased. Then I faced about and leaned heavily against the handle of the scoop, while one of the firemen dashed cold water into my face and over my stinging arms, shoulders and chest.

"Bidding adieu to the toilers in this department, I passed through a hatchway in the steel bulkhead constituting the confines of the fourth section and found myself in the engine-room. The principal features of interest in connection with the two great engines, which are of the triple-expansion pattern, are the eight mammoth steel cylinders, each of which is eight feet in diameter. These are arranged in two columns of four each immediately over the shaft-alley. From the under head of each descends a long shining piston-rod, which is coupled to a crank attached to the propeller-shaft, and which, driven rapidly up and down, furnishes the rotary movement to the screws.

"On all sides were to be seen the members of the engineer's force, each intently preoccupied at his duties. Here was an assistant engineer attired in a suit of greasy dungarees, the gold strap above the visor of

his cap the only badge to denote his rank, his hand grasping a steam-throttle and his eye fixed upon the indicator before him. Near at hand was a machinist engaged in fitting some intricate piece of machinery, while a brace of boiler-makers were beating a tattoo on a steam-coil with their riveting-hammers. At every other valve or water-tender were stationed men, while in and out among the whirling, shining mass of steel gearings glided the dusky forms of oilers. Every moment of their time, every movement of their hands, was characterized by an alertness peculiar to their sphere.

"It was the same to-night as it would be on the morrow—the same while running from one station to another as while manœuvering in action. They had their duties to perform, and perform them they would without murmur or complaint, whether the ship were homeward bound from the war or bearing them down to unmarked graves under the ocean brine—

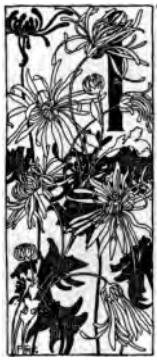
"'Theirs not to reason why—
Theirs but to do and die.'

"Such are the circumstances surrounding those whose task it is to furnish life and action to the proud ships of our navy. I shall never forget my brief sojourn among them, neither shall I regret the brief hardship it entailed. It has taught me that honor is not alone due to those who shape the vessel's course as she dashes past the blazing batteries of the enemy—it has made me eager to take off my hat to every blackened, soot-stained toiler of the fire and engine rooms, whatever his rank, and to glorify him for the unflinching heroism that enables him to espouse a duty from which a man of ordinary instincts would involuntarily shrink."*

*Jose De Olivares in "Photographic History of the War With Spain." R. H. Woodward Co., Baltimore.

CHAPTER VIII.

FROM MAY FIRST TO THE SURRENDER



IT IS a fact frequently emphasized in the history of warfare that a fleet cannot make effective a theoretical capture of land without the aid of an army of occupation. After the sea battle of Manila Admiral Dewey found himself in the difficult position of a conqueror who could not enforce the natural effect of his victory. The city, it is true, lay absolutely at the mercy of his guns, but even if he had been disposed to bombard Manila in order to compel its surrender, a course that would hardly have accorded with the nature of the man or the ethics of modern warfare, he would have been unable to police the city and secure the safety of its inhabitants, numbering more than 250,000. The difficulty of his position was increased by the Philippine insurgents, who closely infested the environs of the city, eager for an opportunity to avenge the centuries of Spanish oppression; and to destroy the Spanish power of defense against these enemies would be to turn the city over to carnage and pillage.

When the city finally surrendered, on August 13th, the Admiral remarked to a correspondent on the Olympia, "I consider that I have won a greater victory to-day than that of May 1st."

Great Britain made Seymour a vice-admiral for the bombardment of Alexandria, and Dewey must have known that he would be upheld by the Navy Department at home and justified by a majority of the people of the United States if he had forced the surrender of Manila by bombardment. But for three months and a half he resisted, under the most aggravating circumstances, the natural temptation to end the strain by a blow that would mean further destruction of life and



CAMP OF FIFTY-FIRST REGIMENT IOWA VOLUNTEERS, CAMP MERRITT, SAN FRANCISCO, CALIFORNIA

property. When General Merritt, General Anderson and General Greene arrived with the troops, the pressure upon the Admiral to force an immediate surrender was increased. The army, like the captains of the squadron, had no faith in the slow, tedious negotiations with General Augustin and Governor Jaudenes.

Foreign critics have descanted upon the unpreparedness of the United States for war and the utter failure of the War Department to provide for such a contingency as an invasion or occupation of a foreign country. This criticism is probably just, but if this is admitted, the rapidity with which troops were dispatched to the Philippines is all the more remarkable. On the first of May the Pacific coast was stripped of military resources. Only one regiment remained on the coast, and that, the Fourteenth Infantry, Colonel Thomas M. Anderson, was stationed in Alaska. Colonel Anderson was at once ordered to San Francisco; two regiments of volunteers, the First California and the Second Oregon, were mobilized there, and with six companies of his regulars Anderson sailed for Manila on May 25th, eighteen days after the receipt of Dewey's first dispatch.

Meanwhile Major-General Wesley Merritt had been ordered to organize an army corps at San Francisco, proceed with it to Manila and capture the city. Major-General Elwell S. Otis was intrusted with the difficult task of organizing the troops that were rapidly assembled, and on June 15th Major (then Brigadier) General Francis V. Greene sailed for Manila with the second expedition, consisting of three volunteer regiments, two battalions of regulars, two batteries of light artillery and twenty men from the regular engineers. This expedition reached Manila on July 16th. General Merritt arrived on July 25th.

He found 13,000 Spanish troops occupying the old fortifications in the center of Manila, and a line of block-houses and trenches around the city; just outside the Filipinos, numbering about 10,000. They had cut off the food supplies and captured the water-works of the city. Off Cavite lay the ships of Admiral Dewey's squadron and the army of transports and colliers. Off Manila lay a foreign fleet of twelve ships, including three Germans and two British men-of-war.

The presence of the German ships was a source of much friction at one time; friction that promised to end in actual conflict between Admiral Dewey and the German admiral, Von Diederichs. Notwith-

standing the knowledge he must have had that neutrals had absolutely no rights in a blockaded port, except such as may be accorded by the blockader, the German ships repeatedly committed the grossest infractions of the rules of warfare, going so far as to support an isolated Spanish garrison against the native allies of the United States, and to land provisions near Manila. The previous actions of the Germans had been annoying, but not seriously so. Admiral Dewey acted immediately upon receipt of authentic information that food had been sent ashore from the German war-ships. Flag-Lieutenant Brumby received these brief instructions:

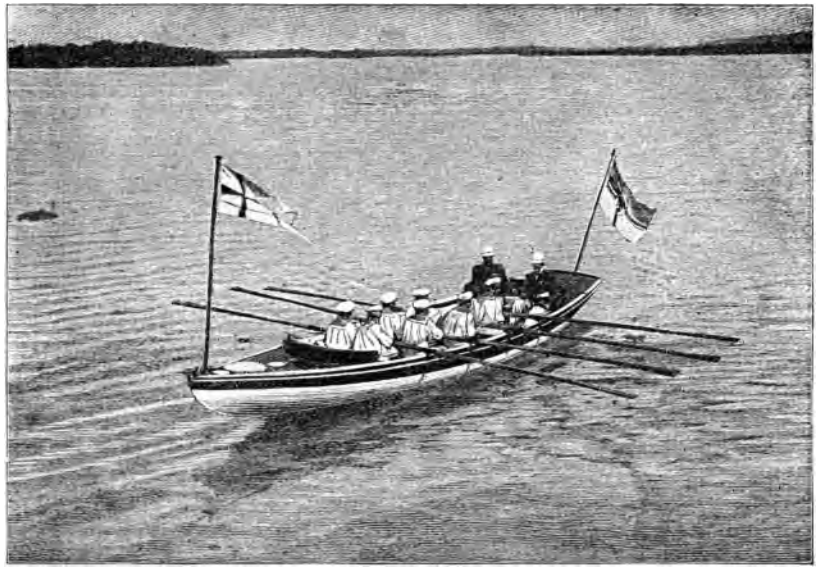
"I wish you to take the barge and go over to the German flag-ship. Give Admiral Von Diederichs my compliments, and say that I wish to call his attention to the fact that the vessels of his squadron have shown an extraordinary disregard of the usual courtesies of naval intercourse, and that finally one of them has committed a gross breach of neutrality in landing provisions in Manila, a port which I am blockading. And, Brumby," continued the Admiral, his voice rising, and ringing with the intensity of feeling that he thought he had repressed about long enough, "tell Admiral Von Diederichs that if he wants a fight he can have it right now."—"Harper's Magazine," February, 1899.

"There was hardly a night," says United States Commissioner Edward W. Harden in "Leslie's Monthly" for May, 1899, "that the German ships were not signaling with their Ardois lights or their search-lights. From an American point of view these signals were wholly unnecessary and impertinent. The Germans at night would frequently signal by throwing flashes from search-lights on the clouds in the sky, which could be read at Mariveles bay and in Manila by any one who had the code which showed the meaning of the signals. One night one of the German ships was throwing flashes on the clouds, and this was kept up for some time. Finally the officers in charge of the search-lights on the American ships began throwing flashes on the same clouds; and if any one at a distance was trying to make out signals he probably found some difficulty in deciphering the message that was intended to be conveyed.

"The lookout on the Olympia discovered smoke in the entrance to the bay about midnight, and the McCulloch was ordered under way to speak the strange vessel and ascertain its nationality and its reason

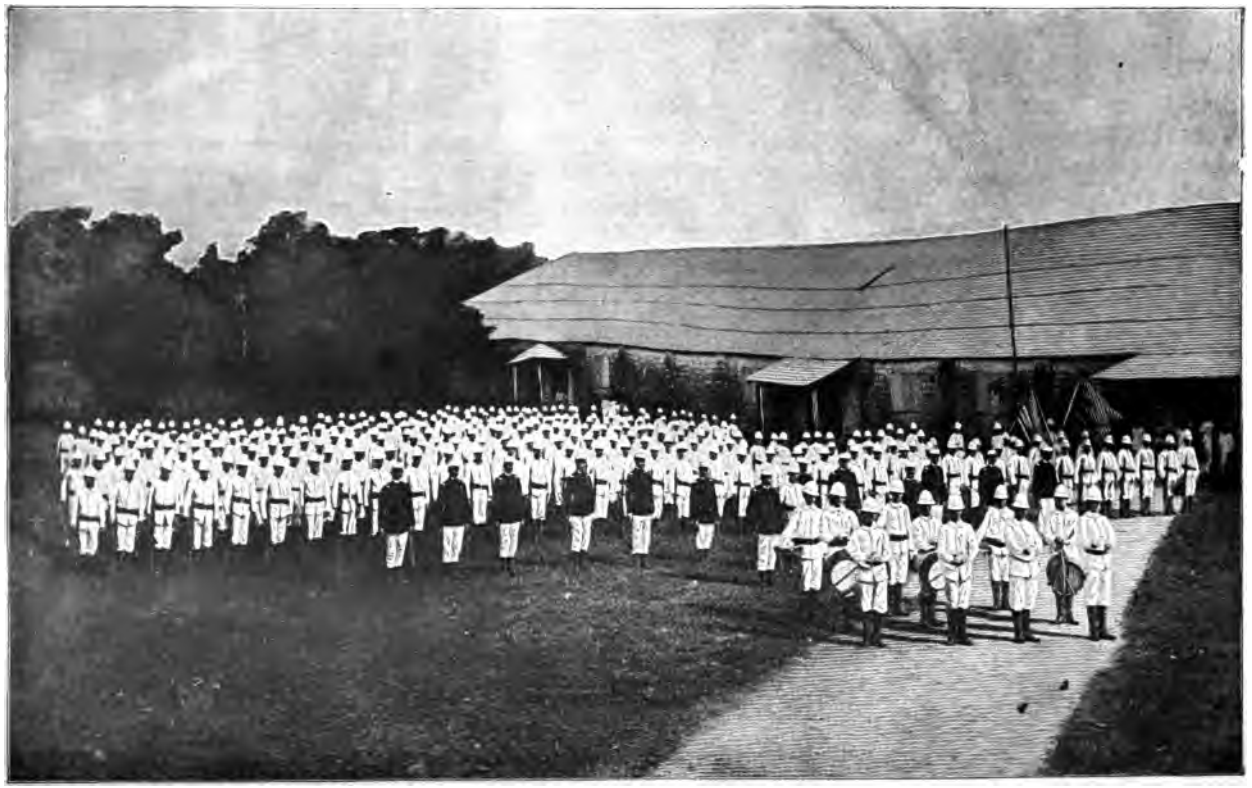
for entering the bay. Before the McCulloch had proceeded a mile upon the way one of the German ships began throwing flashes on the clouds. When the McCulloch reached Boca Chico there was no ship in sight. It will be a very difficult matter to give, to the satisfaction of the American officers who were witnesses of that occurrence, any satisfactory reason for a neutral man-of-war throwing signals in the sky at that hour of the night in a blockaded port."

A final confirmation of the nature and extent of the Admiral's difficulties with the Germans was supplied by Captain Coghlan when



OFFICERS FROM THE GERMAN FLAG-SHIP ON THEIR WAY TO CALL ON ADMIRAL DEWEY

he reached New York in April, 1899. The Captain's speech at the Union League Club, in which he referred to these difficulties, so seriously offended the German government that a protest was lodged at the State Department, and Captain Coghlan was mildly reprimanded by Secretary Long, to whom the protest had been referred. Some doggerel verses lampooning Emperor William, with which the Captain concluded his speech, were, it is understood, the real basis of the German complaint. Captain Coghlan on the occasion referred to said:



CALIFORNIA REGIMENT ON PARADE, MANILA

"Through all those long, weary months of wait and the most outrageous nagging that any one could suffer, wearing him to the very bone, Admiral Dewey held himself, and he held us up with him. An officer of our friend Admiral Von Diederichs came down one day to make a complaint. I heard him tell the Admiral about this complaint, and I heard the Admiral's reply:

" 'Tell your admiral those ships of his must stop when I say so. I wish to make the blockade of this harbor complete.'

" 'But,' the German officer replied, 'we carry the flag.'

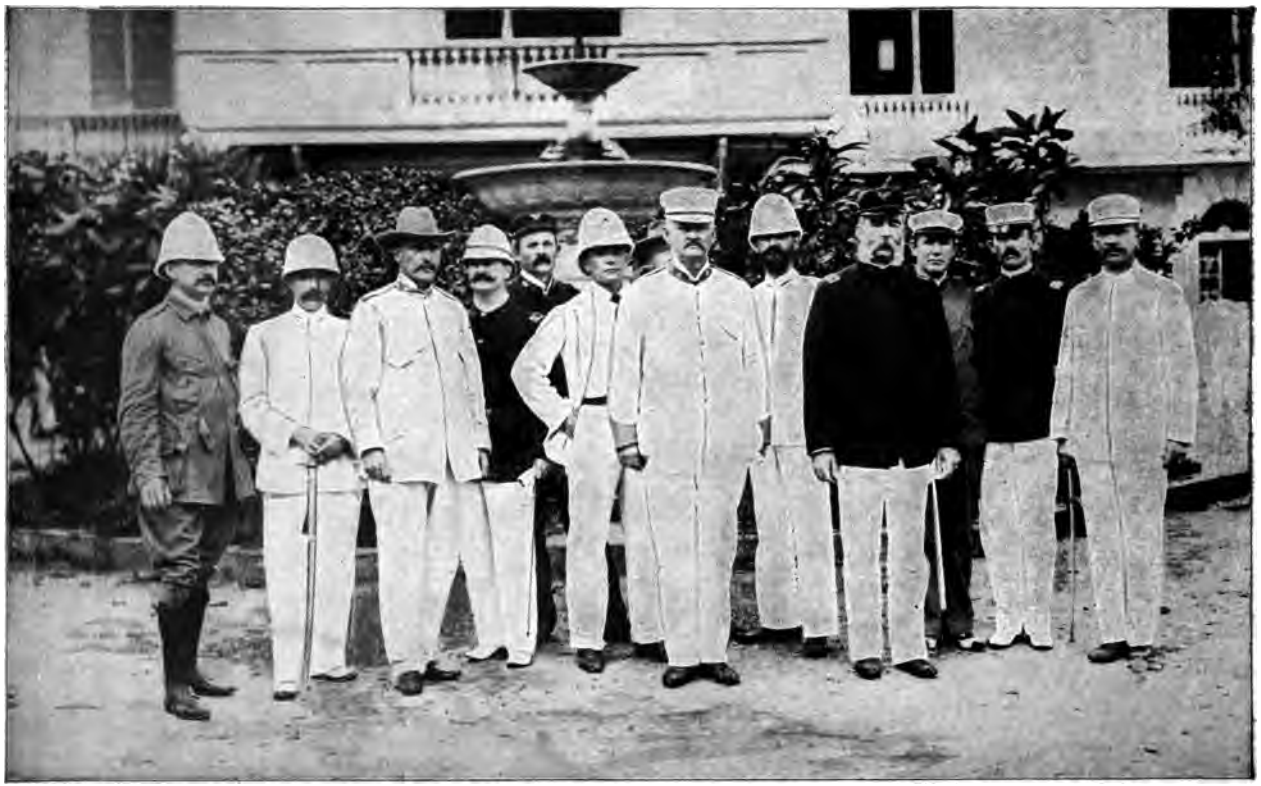
"The Admiral returned, 'Those flags can be bought at half a dollar a yard anywhere.'

"There was no fun in that expression of the Admiral's.

" 'Tell your admiral I am blockading here. Now note carefully what I say, and tell your admiral that I say it. I have been making this blockade as easy for everybody as I could, but I am getting tired of the puerile work here; the time has come when it must stop. Tell your admiral that the slightest infraction of any rule will mean but one thing. That will be war. It will be so accepted and resented immediately. If your people are ready for war with the United States, they can have it at any time.' "

This will suffice to show that Admiral Dewey's difficulties were undoubtedly complicated by the action of the Germans at Manila. And whatever may have been the purpose of the United States and German governments in subsequently denying that there had been any friction between the representatives of the two nations, it will ever be an impossible task to convince Americans that this was the case.

One of the bright spots in the dreary, gloomy days after the victory and before the taking of Manila was the arrival of the news from the battle of Santiago. The dispatch-boat left Hong-Kong on Sunday, July 3d, before the news of the battle was received. The news she brought was gloomy enough: "Camara's fleet was in Suez, coaled and ready to start for Manila." One can well imagine the gloom and anxiety in the fleet after that. Seven thousand miles from home, twelve thousand miles from reinforcements, and a superior fleet bearing down upon them. It was not until Sunday, July 17th, that a change came. About noon on that day smoke was seen at Corregidor. It was hardly time for Camara's fleet, nevertheless there was much anxiety. When



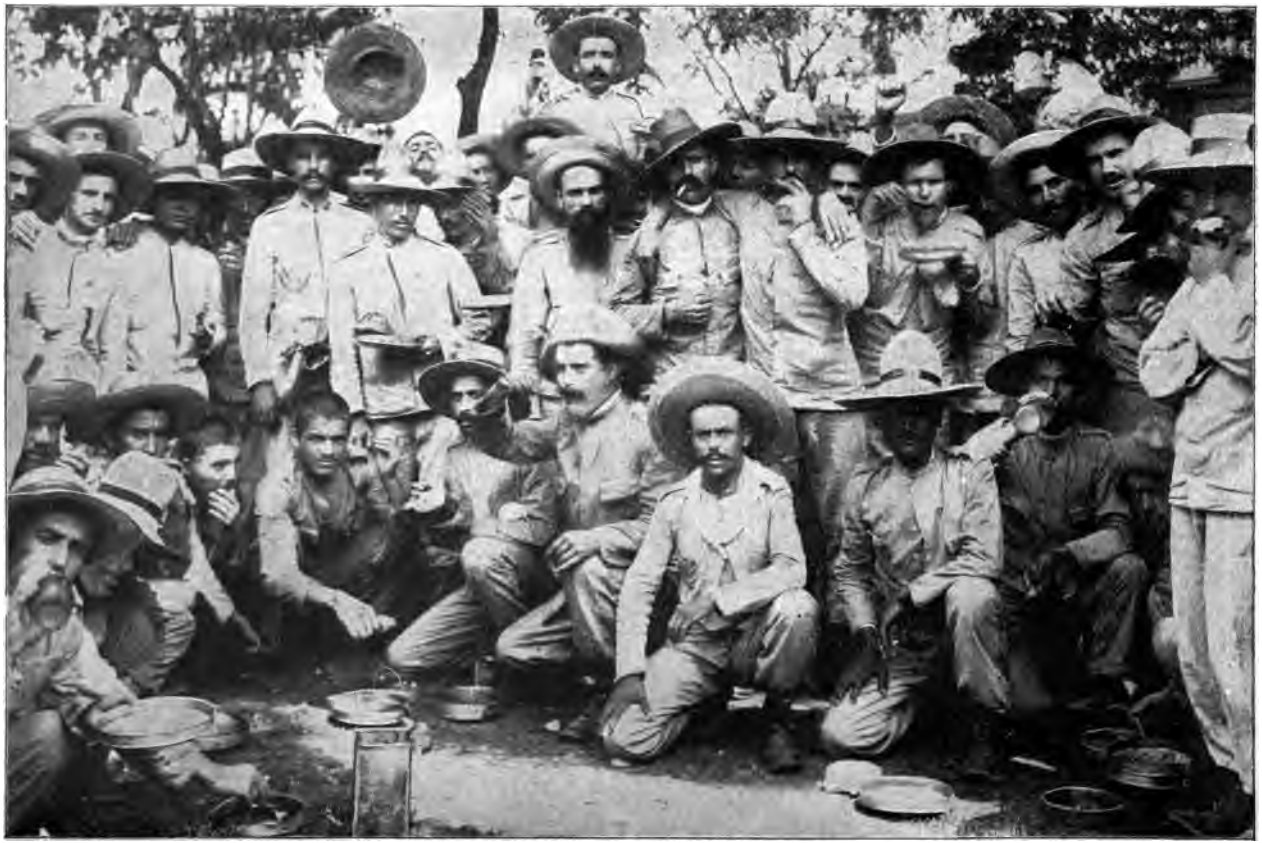
GENERALS MERRITT AND OTIS AND STAFFS JUST BEFORE GENERAL MERRITT'S DEPARTURE FOR PARIS

the steamer got near enough she was recognized as the Japanese cruiser Naniwa. An officer from the Olympia boarded her, returning quickly to the flag-ship. As he slipped about the men on the other vessels heard a cheer go up which betokened some good news. A fleet signal was run up on the Olympia, and all eyes in the harbor were turned upon her. A signal-boy mounted each of the Olympia's gun-turrets, and letter by letter the anxious watchers spelled out the message: "Cervera's entire fleet destroyed off Santiago harbor. Americans lose one man killed. Ships uninjured." As it ended, and the men realized that their own glorious victory had been duplicated by American seamen on the other side of the world, they raised a cheer which was doubtless heard in the city seven miles away.

Admiral Dewey was ready at any time after the arrival of the eighteen thousand troops who were to participate in the capture of Manila to co-operate with the army in reducing the defenses with which the city was surrounded. But acting on the plan he had pursued from the first, he insisted that the ships should be called upon only when their assistance was absolutely necessary. Night after night while the troops lay in their trenches, and those that had by diplomacy been taken from the Filipinos, the Boston and the Raleigh stood off the city, ready to bombard at a blue-light signal from General Greene. Our losses in the trenches had not been large, but in the exchange of shots that were taking place every night from three to ten men would be killed or wounded.

"This was enough," says Major-General Francis V. Greene, U. S. V., in his account of "The Capture of Manila" in the "Century Magazine" for April, 1899, "to induce the Admiral, on August 7th, to join General Merritt in a letter to the Spanish Captain-General stating that at the end of forty-eight hours, or sooner if the attacks on us continued, an assault by the American land and naval forces might take place, and the notice was given in order to afford an opportunity to remove all non-combatants from the city. The effect of this note was to put a stop to the firing upon us. Not a shot was fired by the Spaniards in the six days intervening between the delivery of this letter and our attack on Manila.

"The forty-eight hours' notice expired at noon on August 9th. The foreign ships moved out of range of the bombardment that was



SPANISH PRISONERS, SHOWING METHOD OF SERVING RATIONS TO THEM

expected to begin. Residents of the city could be seen coming out of the Pasig river on tugs and craft of every description. Instead of a bombardment Admiral Dewey and General Merritt joined in a formal demand for the surrender of the city. The Captain-General in reply asked for time to communicate with Madrid, but this request was refused on the morning of the tenth. Plans were then made for a joint assault.

"It was arranged that the squadron should commence firing on Fort San Antonio and the Spanish trenches at ten o'clock on the thirteenth. It was understood that no shells were to be thrown into the city. This plan was carried out; the Olympia, Raleigh and Petrel were assigned to the left division, enfilading the trenches. The Charleston, Baltimore, Boston and Concord were placed on the left and north. Inside the line of these ships was the Monterey, which had arrived on the fourth. She was stationed directly in front of the Luneta battery, containing the ten-inch guns, under which Dewey did not care to risk his 'paper-shelled' cruisers. The ships on the left covered the works at Malate, while those on the right covered the walled city and the mouth of the Pasig river. The British cruiser Immortalite had quietly crossed the bay and hove to between the left division and the German ships." According to Major Younghusband in "The Philippines and Round About," Admiral Von Diederichs, with a view to ascertaining whether the British squadron would support him in a movement to prevent bombardment, visited Sir Edward Chichester (commanding the Immortalite), and asked what action he proposed to take in the event of the Americans bombarding the town. "That, sir, is known only to Admiral Dewey and myself," was Sir Edward's reply.

At 10:30 the troops began a general advance. They met no serious opposition except at Singalon, Malate, and a block-house known as Number 14. At 11 o'clock the Spaniards displayed a signal requesting a conference, and Lieutenant Brumby, representing the Admiral, and Colonel Whittier, representing General Merritt, went ashore carrying the largest flag procurable. The terms of surrender were not settled until six o'clock, when the American flag was run up at the corner of the walled city. Manila had been captured, and according to the plans that the Admiral had all along insisted upon, with a loss of but twenty killed and one hundred and five wounded. The land-batteries had



LAGUNA DE BAY

One of the "tinclads" which shelled Pasig, Santa Cruz and other towns. Commanded by Grant, of the Utah artillery

not fired a shot in reply to the bombardment from the ships, and the resistance of the Spanish troops on shore was so slight as to be almost farcical. John T. McCutcheon describes the situation in the "Century Magazine" for April, 1899, when he says: "When the soldiers advanced it was with the belief that every step would be contested. They never knew how easy a victory it would be. Only the Admiral and General Merritt and a few others high in the councils suspected what was going to happen."

Admiral Dewey's work was now done, but he remained steadily at his post. It was during this period that, according to the Boston "Advertiser," the following incident occurred which shows the tender and thoughtful side of the Admiral. It says:

"The Oriental hotel in Manila has long been the favorite abiding-place of the wives of army and navy officers stationed there. Naturally they have their little all-important 'set.' This set does not include any women of less aristocratic position than theirs, any whose money is the result of her own honorable labors. There was one of the latter class of women staying at the Oriental hotel during the months of the war excitement, a Miss Thompson, who was the correspondent of a syndicate of American newspapers. She was a woman of ability. She did her work well, and won the respect and esteem of every one who knew her; she was universally liked, except by the officers' wives, who could not condescend to know her. Admiral Dewey smiled, perhaps in an amused way at first, then a little grimly and ironically, when it came to his ears that the wives of his subordinates had entered into a crushing social ring to ostracize and persecute the newspaper woman. One day Miss Thompson had an unexpected visitor. Dewey sent up his card. He paid a long call. He and Miss Thompson found much that was interesting to talk about. In the enjoyment of their talk they were apparently oblivious that the rest of the Oriental hotel had gone mad. The world had quite come to an end in the tea-pot district, with its self-righteous ideas of the fitness of things. The Admiral had called on a working-woman. They were made to appear in the wrong. Dewey rubbed in the lesson he had given. He asked Miss Thompson if he might have lunch with her the next day, and again the whole Oriental hotel knew it and was aflame. The woman who had been humiliated by the pettiness of petty people was honored by a great man.



THE TRANSPORT INDIANA, ONE OF THE STEAMERS COMPRISING THE THIRD EXPEDITION TO MANILA, JUNE 27, 1898

And no one can doubt that behind the iron commander, with the eye of an eagle, the brain of lightning and the will of steel, there exists the very tender heart of a gentleman of the old school."

Difficulties with the insurgents constantly increased until open war with them broke out early in 1899. In February a commission was appointed by the President to investigate conditions in the Philippine islands, to treat with the insurgents, and report their views as to the policy to be pursued with respect to those possessions. Admiral Dewey, whose experience with the insurgents admirably fitted him for the position, was placed on this commission, the other members of which were Major-General Elwell S. Otis, J. G. Schurman, Dean C. Worcester and Charles Denby.

President McKinley on May 1, 1899, the first anniversary of the battle of Manila, sent to the Admiral a message that voiced the feeling of the whole people of this country:

"On this anniversary of your great victory the people of the United States unite in an expression of affection and gratitude to yourself and the brave officers and men of your fleet, whose brilliant achievements marked an epoch in history, and which will live in the annals of the world's heroic deeds."

The announcement on May 9, 1899, that Rear-Admiral John Crittenden Watson had been ordered to Manila to relieve Admiral Dewey of the command of the Philippine squadron indicated his speedy return home, and emphasized the fact that for more than a year he had been under the most intense strain. The Admiral himself said: "I am not sorry to leave Manila at this time. I could not stand the care and responsibility much longer. It is vastly easier sometimes to be under orders than to issue them. It is the responsibility that kills. During the year that has elapsed since we came to Manila I have not had one sick day until now. A year is long enough in this climate for an old man, and I am glad to be permitted a rest."

On May 20, 1899, just one year and nineteen days after reaching Manila bay, he sailed for home on the cruiser Olympia, the vessel which had borne him through the great fight. He entered the bay a commodore; he left it an admiral. His departure was a notable one. He sat on deck of the Olympia and received the adieus of his friends during the day. The launch of Major-General Otis was the

first to arrive alongside the cruiser. The Admiral landed and called upon Major-General Otis and the United States Philippine commissioners. Admiral Dewey spoke enthusiastically over his going home, and when mention was made of the welcome to be extended him he said he appreciated the friendship of his countrymen deeply, but hoped that it would not be too demonstrative. He intends to go directly to his home at Montpelier, Vermont, and live there. Being told that the people wanted him to go home by San Francisco and across the continent, the Admiral replied, "If I were twenty years younger, and had political ambitions, I would not miss that chance."

Dewey said, "I believe we are near the end. The insurgents are fast going to pieces. The sending of the third commission shows that they believe this commission means business."

Captain Walker, of the Concord, the last commander in the battle here, went to the Admiral and said, "Don't leave me behind." He was relieved, and went on the Olympia.

As the Olympia weighed anchor and left the bay the war-ships bellowed out their farewell salutes, and the fleet bid him a fitting good-by. The din of guns and bands echoed through the smoke of the fleet. Steam-launches shrieked their whistles and the musicians of the Baltimore played "Home, Sweet Home." Those on the Oregon said "a pleasant voyage," and the merchant-vessels dipped their flags. Ladies on decks waved their handkerchiefs, and the great black British cruiser Powerful, which lay furthest out, saluted the Olympia. The latter's band played "God Save the Queen," and to this the crew of the Powerful responded with hearty cheers for the Olympia. The last music heard from Admiral Dewey's ships was "Auld Lang Syne," while the guns from the forts at Cavite and from the Monterey, on guard off Paranaque, puffed white clouds of smoke. The Olympia was disappearing past Corregidor island when the battery before the walled city spoke Manila's last word of farewell. "While I am glad to be going home, I cannot say good-by to Manila without regrets. There have been many pleasant occurrences among the months of harassing responsibility, and we will not forget them," said Admiral Dewey.

The following poem by W. L. Anderson expresses quite well the spirit with which Americans received the news that the Olympia with Admiral Dewey on board had sailed for home:

TO THE OLYMPIA

Come sure in thy speed,
O'er ripple and weed,
Cleave swift by the sea-gulls that race you.
Point true to your rest,
To your home in the West,
Where harbors of love would embrace you.

Throw open thy drafts,
Ply steam to thy shafts,
Thus scud o'er the billows that ride you.
And leave far behind
The frolicsome wind
That eagerly sails on beside you.

A cheer in our throats,
Oh, bravest of boats!
We save for the end of thy journey;
To tell to the world
There's victory still curled
In the guns that gained your first tourney.

Ah! stay not o'er-long
With some alien throng,
Too willing to share in our glory—
The duty for thee
Is haste to the quay
And breathe us thy wonderful story.

How armor and spar
Brooked tempest and war,
Far off in a tropical ocean—
How well you have won,
With courage and gun,
The cream of your country's devotion.

We have watched his rapid progress till we honestly believe
There isn't any limit to what Dewey can achieve.
He will meet a difficulty which fills others with dismay,
And conquer it completely in his unassuming way.

—Washington Star.

"One cannot calculate the enhancement of American prestige and power that Dewey's victory brought about."



A Business Street in Victoria, Hong-Kong

CHAPTER IX.

THE TRIUMPHAL JOURNEY HOME



ON MAY 22D the Olympia arrived at Hong-Kong, and Admiral and crew received some intimation of the receptions which awaited them on their journey home.

He was treated with extraordinary honors by the authorities, but as far as possible he declined all invitations, on the plea of ill health. Great crowds gathered to catch a glimpse of the American Admiral when he came ashore.

All the forts and war-ships in the harbor thundered an admiral's salute as the Olympia entered the harbor. The sailors on the British war-ships climbed into the rigging, and their cheers reached the Olympia whenever the cannons were still. With cannon firing and flags dipping on every side of her the Olympia came to anchor.

The ceremonious visits of officials, the feasting and fraternizing of well-wishers followed. In short, all the details of a triumphal procession were here foreshadowed. From Hong-Kong they had gone forth to battle; to Hong-Kong they returned with all the honors of glorious victors.

Most people speak of Hong-Kong as of a city, but it is in reality an island situated near the southeast coast of China. Its greatest length is about ten miles, while it varies in breadth from two to five miles, and has an area of twenty-nine square miles. The island is separated from the mainland by a channel which narrows at one point to a quarter of a mile. Hong-Kong is covered with mountains. In some places there is a strip of level land along the coast, in others lofty precipices overhang the sea. The highest point is Victoria Peak, in the northwest corner of the island. This is 1,825 feet high, and is



SCENE IN VICTORIA, HONG-KONG. THE PEAK REGION

used as a station for signaling the approach of vessels. The interior is wild and dreary. The granite ridges are without trees, which gives them a barren appearance. The cultivated land lies chiefly along the coast, but there is scarcely enough to supply the inhabitants with vegetables. The chief product of the island is building-stone, which is quarried by the Chinese. The temperature during the summer is high, but in winter seldom more than pleasantly cool, the coldest weather on record only freezing ice a quarter of an inch thick.

Hong-Kong was formerly a part of China, but was ceded to Great Britain in 1841. The capital and chief city is Victoria. When it first came into the possession of Great Britain the population was only about 5,000, but it now numbers more than 125,000. Of these about 10,000 are Europeans, the remainder being Chinese. About four fifths of the population of the island, including all the Europeans, reside in Victoria. The city is situated in the northwest extremity of the island, at the foot of Victoria Peak. It occupies all the space between the sea and the mountain, and even ascends the slopes of the latter to a considerable height. Many of the elegant residences of the merchants, with broad verandas and beautiful gardens, are built on terraces overlooking the sea and the rest of the town. It was in this part that Admiral Dewey spent his days in Hong-Kong, declining all social invitations and endeavoring by complete rest and relaxation to regain his somewhat shattered health and to recover from the effects of the severe strain to which he had been so long subject.

Hong-Kong is the headquarters for the British military and naval forces in China and Japan. It is a free port, has excellent docking facilities, and consequently is a sort of headquarters for the fleets of nations friendly to Great Britain when in that part of the world. It was on this account that the American fleet happened to be at Hong-Kong at the time war was declared, and that the Olympia made this the first stop on the homeward journey, that she might be docked, painted and repaired.

No time was lost here, but after a delay of two weeks, during which time the Olympia was put in thorough condition for her long journey, she weighed anchor and the homeward journey really began. Amid salutes from the ships in harbor, the booming of the shore-batteries and the cheers of the English sailors, the Olympia headed for Singapore.

Singapore, Straits Settlements, is another British possession, and the greeting here was again most friendly. The Olympia arrived here June 11th. On June 13th the officers of the Olympia were entertained at dinner by the officers of the British garrison, and good-will and fellowship reigned supreme.

On June 14th Admiral Dewey paid his formal farewell visit to the governor, Lieutenant-Colonel Sir C. V. H. Mitchell, and on the following morning the Olympia bore away for Colombo, Ceylon, another



GENERAL VIEW OF SINGAPORE, SHOWING PART OF THE FORTIFICATIONS

British possession. The reception here was of the heart-felt kind which makes the American sailor away from home feel that "blood is thicker than water." The Olympia, with Admiral Dewey aboard, arrived at six o'clock on the morning of June 22d, saluted the forts ashore and was saluted by the latter in return.

An aide-de-camp representing the governor of Ceylon, Right Honorable Sir Joseph Westridgeway, boarded the Olympia at seven o'clock

in order to welcome Admiral Dewey, and Colonel Savage, commanding the troops, called at ten o'clock. The visits were returned by Admiral Dewey at eleven o'clock. He was received at the jetty by a guard of honor, and amidst cheering drove in the governor's carriage to breakfast with Colonel Savage. The Admiral afterward booked rooms at the Galloface hotel, and returned on board the Olympia at one o'clock. There he received a deputation representing the Planters'



GENERAL VIEW OF COLOMBO, CEYLON

Association and the Chamber of Commerce, and was presented with a silver casket and an address as a memento of his visit. The presentation of the casket to Admiral Dewey was made on board the Olympia instead of in the council-chamber, because his doctor had forbidden him to participate in any official function. The delegates also presented a thousand pounds of tea to the crew of the Olympia.

The Admiral, replying to the address of welcome, said he wished he could reply in adequate terms, reciprocating the sentiments expressed. But, he added, he spoke from his heart when he said he deeply appreciated the welcome. Admiral Dewey added that he would have the very acceptable present of tea distributed as desired, incidentally mentioning that he was a lifelong tea-drinker himself, and assuring



HARBOR OF COLOMBO, CEYLON

the delegation that the address would be read at "muster" and afterward framed and preserved.

The casket, he remarked, he would always keep on his table, and he told the delegation that he would report the matter to his government and describe the cordiality of his reception. Continuing, Admiral Dewey remarked: "That cheer raised on the jetty when I landed went to the hearts of all of us. We are 14,000 miles from home, but that cheer will be heard in America, although the way in which it has

touched me I shall never be able to fully express. The two nations were never so closely allied by mutual sympathy and appreciation as now. The American people realized this during the late war, and you can imagine how all those who were at Manila and met Sir Edward Chichester [commander of the British first-class cruiser Immortalite] and his gallant comrades hold that feeling very deeply."

A general conversation followed, and after toasting the Anglo-Saxon union and the prosperity of the two countries the delegation departed.

After a comparatively short stay here the Olympia took on her crew of Lascars, to fire the furnaces through the extremely hot tropical regions, and with the hearty farewell of all steamed away, June 28th, for Aden, Suez, the Suez canal and Port Said.

Doubtless during this part of the journey the Admiral many times recalled the anxious days at Manila when it was reported that Camara's squadron was making its way through the Suez canal and would soon appear off Corregidor prepared to give battle to his fleet. The scene of this threat or bluff could not fail to be of interest, and may have led to many reflections as to what might have been had Camara only continued his journey.

On July 12th the Olympia called at Suez and entered the canal. However, on account of quarantine regulations no direct communication with the shore was allowed.

Upon arriving at Port Said, the northern terminus of the canal, the Olympia took coal, but still maintained the voluntary quarantine. From here the Admiral sent the following cable message:

"PORT SAID, July 14, 1899.

"Secretary of the Navy, Washington:

"Olympia in voluntary quarantine. As soon as coaled proceed Trieste for Pratique and recuperation, officers and men. DEWEY."

The Admiral's reference to "Pratique" means simply that he is going to Trieste to get a clean bill of health that will enable him to continue his voyage through the Mediterranean without delays from the health authorities at the various points.

From Port Said the Olympia proceeded direct to Trieste, the Austrian port at the head of the Adriatic sea. This carried officers and

Tyrol, and on the trip to meet Emperor Francis Joseph. However, he declined the invitation and refused to depart from his original intention of living aboard the Olympia while at Trieste. It was while here that Admiral Dewey received the invitation asking him to be the guest of the city upon his arrival in New York, and cabled his acceptance as follows:

"TRIESTE, July 24, 1899.

"To Mayor Van Wyck, New York:

"Letters received and invitation accepted. Expect to arrive about October 1st. Will cable definitely from Gibraltar. Have written.

"DEWEY."

Two incidents occurring, one on the day before Admiral Dewey's arrival at Trieste and one on the day of his arrival, served to sharply contrast the personality of Admiral Dewey and that of certain foreign naval officers.

On July 19th, the day before Dewey's expected arrival, a number of American correspondents then in Trieste gathered under the chivalrous chaperonage of one Mr. James Creelman, well known in connection with affairs in the Philippines, hired a barge and floated out to the anchoring-place of His Majesty's ship Pelikan.

It was 11 A. M., the Austrian admiral's (Baron von Spaun's) hour for receiving distinguished visitors, yet when the barge drew near the sentinels on the man-of-war began to look sharply at her and her crew of non-uniformed individuals. As she pulled up alongside they actually went through some suspicious manœuvers with their firearms.

Presently a stern-looking martinet standing on the bridge of the Pelikan sang out, in tones of mixed astonishment and contempt:

"Who's there, and what's your business?"

A tall, whiskered gentleman in the barge's stern responded, striking a picturesque pose, "I am Mr. James Creelman, of New York and London, and I speak for all the greatest American newspapers."

"Well, what of it?" This from the martinet.

"As I was about to say, we have come to pay our compliments to the naval commander of a friendly power, and beg the officer du jour to convey our greetings to His Excellency, asking him to grant us an audience, as we are desirous to pay him our respects."

While James Creelman was talking the Austrian officer's face expressed alternately limitless amazement and bottomless disgust. "What did you say you are?" he snarled, when Creelman had finished.

"American correspondents, as we had the honor to announce."

"Correspondents—reporters!" cried the naval officer; "and are you really naive enough to suppose for a single moment that His Excellency would so far debase himself as to receive reporters?" The Pelikan's lieutenant compressed a whole world of disdain and scorn in his pronunciation of the last nine letters, and this was not lost on the visitors from



ADMIRAL DEWEY LANDING AT TRIESTE

the United States. One of the men in the barge shouted, "Reporters are not thieves!" but their common spokesman promptly suppressed him. Summoning once more the tone of the utmost courtesy, he again addressed the officer, "Please have the kindness to advise His Excellency of our request; if after that His Excellency refuses to see us, we will go back to shore, leaving our cards."

"I will not take your petition to His Excellency," roared the officer in reply.

"Then will you take our cards to His Excellency?"

"No, no, NO!"

"The last 'no' sounded almost like a threat," says the editor of the Trieste "Piccolo," who witnessed the scene from first to last. "The American correspondents," he continued, "thereupon left the Pelikan's side, and I thought to myself: These fellows will tell their Admiral all about this contemptuous reception, and when I and my colleagues go to see Dewey to-morrow we will be kicked off the Olympia before we get a sniff of her new white coat.

"But, oh, what a difference in the morning! With a dozen or more Italian and German journalists I rowed out to the Olympia July 20th, at 8:20 A. M. I had told my friends nothing of what happened on the Pelikan, as in case my prognostics proved correct I meant to 'scoop' them by the explanation I would offer.

"None of us had ever seen such a ship as the Olympia before. Compared with her the Pelikan was but a seedy tug-boat. And how insignificant His Hellenic Majesty's yacht Amphitrite looked beside the flag-ship of the victor of Cavite! The Olympia had turned her magnificent broadside upon the city of Trieste—a more splendid spectacular representation of prowess and bold defiance you could not wish to see. The ironclad is white throughout, except for the red water-line and the yellow smoke-stacks. The starry banner fluttered in the brightest sun, and high up on the top mast floated proudly the Admiral's flag, dark blue with four white stars, while everywhere between the first and second deck the mouths of giant cannons showed. Hats off! These were the things that proclaimed Dewey the greatest admiral of the age.

"Aboard the big ship everything was activity. Half a dozen white boats were being lowered by fine-looking brawny men, clad in snow-white, 470 of them—men of all nations, of all ages it seemed; Chinamen, too. While we held aloof the captain of the Amphitrite arrived to pay his respects to Admiral Dewey; then came our own commandant, flying the Austrian flag. Now Dewey sent the English consul a salute of seven guns. While the official reception was being held we awaited our turn.

"The official business finished, we approached the Olympia, still hesitating, though the genial face of the officer on guard might have reassured even the most timid of us. At any rate, we had no sooner

announced that, as representatives of the press, we desired to see Admiral Dewey, when we were asked to come aboard.

"The kindly officer himself helped us to climb on deck, and then went off to advise the Admiral of our presence. Two minutes later the victor of Cavite stood before us, holding out both hands to welcome men he had never seen and probably never expected to see again. This was, indeed, a most hearty welcome. The Admiral conducted us into his salon, into his cabin even. There was true seaman's hospitality; his whole manner said, 'My house is yours; I am at your service.'"

This is the way the correspondent of the foremost Vienna daily, "Die Neue Freie Presse," reports on his reception by Admiral Dewey:

"When I climbed upon the deck of the Olympia, following the invitation of the officer du jour, the Admiral was engaged, and I was politely requested to wait a little while; my card would be handed to the Admiral as soon as he was at leisure. In the meantime I lounged in a magnificent Manila rocker, smoking American cigars that were better than any it had ever been my fortune to hold between my teeth.

"A beautiful yellow Chinese Chow dog received me at the threshold —Bob, the Admiral's pet, who served with him through the whole war.

"The Admiral, holding out his hand, thanked me for 'the honor "Die Presse" was conferring upon him by sending a journalist all the way from Vienna to welcome him.' He is a well-made man of fine proportions; his face shines with manly beauty, intelligence and good-nature. As it is so very brown the gray mustaches are the more conspicuous.

"Speaking of the day at Cavite the Admiral said, with a winning smile, 'Of course, we knew what we had to expect, we had waited for it all night, but as I stood on the commander's bridge my stomach threatened to give out; I ordered coffee, but either the cook was in a hurry or had no hot water. At any rate, the coffee I got was a miserable lukewarm concoction, and I swallowed it, with the result of becoming seasick just before the battle commenced. I had never been so seasick before, and I advise you, my young friend, if ever you are called upon to take a decisive step avoid lukewarm coffee.'"

The correspondent continues: "Admiral," I said, in conclusion, "you are just in time to say a word concerning the Peace Conference. What is your opinion?"

Dewey answered without hesitation: "I don't believe in the Peace Conference. No one thinks of reducing his army or navy; nobody will want to be the first to do so, anyhow. A year ago we Americans were found in a state of unpreparedness. Think what it has cost us to get ready, and then think of our anxieties. No, we won't be caught unprepared again, I assure you. Public opinion with respect to war



ADMIRAL DEWEY AT MIRAMAR

underwent quite a change in America. No more surprises for us. We are now building forty men-of-war, among them twelve battleships. It's hard to believe that, in view of our tremendous armament, other nations will consent to reduce the fighting force now at their disposal."

While at Trieste Admiral Dewey delighted in strolls through the stately grounds of Miramar, the grand palace built by the Archduke

Maximilian, and where he resided in peace and happiness until he started forth on the ill-starred expedition to Mexico, in 1864. Of him Admiral Dewey said:

"It makes my heart bleed to think of this brilliant archduke, after designing and building such a beautiful home as this, leaving it all for a bloody death on American soil. When I look at this noble place and think of the rough grave he filled I cannot help pitying him. And yet it was right that the end should come as it did, for there must be no empire founded in America. There can be no other end for those who attempt to erect thrones on our side of the ocean."

Of the same sad expedition and its fatal results, and of lovely Miramar, the poet sung:

"Home there came a stately fleet, with the prince in winding sheet,
And they laid him in the vaults beside his many mighty peers;
Yet if he could but have said where he wished to lay his head,
'Twould have been within that valley where he passed such
joyous years—Miramar!

"Oh! the Adriatic's tone sinks to sad, regretful moan,
When Sirocco blows at even, when the nightingale doth call;
And the spirits of the deep seem with mourning chant to keep
Vigil round thy vine-enshrouded, memory-haunted palace
wall—Miramar!"

The peculiar forcefulness of "thy vine-enshrouded, memory-haunted palace wall" is realized when one views embowered Miramar.

While at Trieste the Admiral doubtless received the newly adopted regulations with regard to the uniform belonging to his rank; the grade of admiral being a new one, new regulations were necessary.

It may be of interest to know that the naval regulations prescribe the style of dress an officer must wear, even to the width, length and manner of tying his cravat. Since Dewey has become an admiral he will not need to make any alterations in the eight costumes he must wear on various occasions, but his epaulets, sleeve ornaments, collar devices and cocked hat will have to be specially manufactured. To distinguish the admiral the following points are to be noted: He will have on the sleeves, near the cuffs, two stripes of two-inch gold lace, with one one-inch stripe between, set one quarter of an inch apart.

The epaulets of all flag-officers are the same, but those of the admiral are embellished with four silver stars of five rays each, placed equidistant from each other in the middle of the strap or frog of the epaulet, with a gold foul anchor one and one eighth inches long under each of the two outer stars. Similar devices go on the shoulder-straps, the admiral's straps being three eighths of an inch longer and one eighth of an inch wider than the straps of other officers. On each side of his



DEWEY, LAMBERTON, BRUMBY AND CONSUL HOSSFELD

collar the admiral will wear four silver stars, with a gold foul anchor under each of the outer stars.

The cocked hat of the admiral will have a strip of two-inch gold lace, laid on flat around the outer rims of the fans, passing under the peak. The admiral's sword-belt is embroidered on each edge with half-inch gold braid and has quarter-inch gold braid in the center. The cap for the admiral is exactly the same as that for rear-admirals, and his coat, waistcoat, trousers, mackintosh, overcoat, cloak, cravat, scarf,

shoes, rubber boots, shirts, collars and gloves are the same as for all commissioned officers in the navy. His cravat is black ribbed silk and not more than thirty-six nor less than thirty-two inches long, nor more than one and one quarter inches nor less than three quarters of an inch wide, tied in a double bow-knot in front. His shoes, high or low, shall be of black calfskin or patent leather, but in warm weather, with white trousers, plain white shoes of canvas or black skin or russet leather shoes.

From Trieste the Admiral wrote to Mayor Van Wyck accepting the invitation of the city of New York, which he had also accepted by cablegram.

"I have the honor to acknowledge the receipt of your letter of June 30th tendering me, on behalf of the city of New York, a public reception upon my arrival, and extending to me the hospitalities and courtesies of the city.

"In accepting this invitation I desire to express my deep sense of gratitude to the citizens of New York and their representatives for so signally honoring me.

"It is impossible at this time to fix the exact date of the Olympia's arrival at New York, but I shall endeavor to inform you definitely by cable from Gibraltar. I am, sir, very truly yours, GEO. DEWEY."

In going from Trieste to Naples, reached August 5th, the Admiral left to the south one of the points most closely connected with his history, and especially with his career in Europe; namely, Malta.

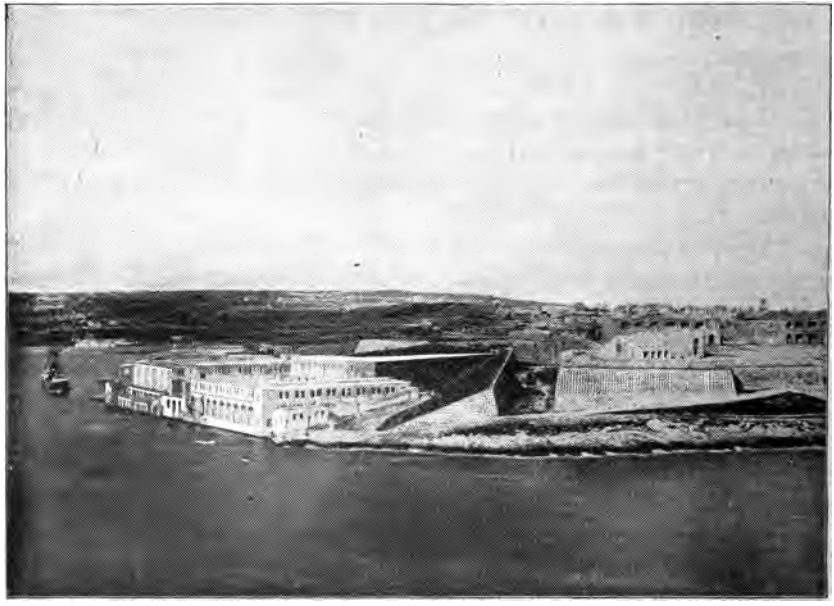
While commanding the Juniata, under orders to join the Asiatic squadron, Admiral Dewey was stricken with illness that compelled him to stop at Malta. It was while here that, through a very delicate surgical operation, by which a part of his liver was removed, he bravely earned the nickname his comrades favor him with—"The man without a liver."

"Was there ever a more courageous, able seaman?" said one of them recently. "There's one thing sure about what liver Dewey has—it is not white."

His appreciation of the kindness shown him while at Malta is fervent and frequently expressed. Hints are dropped of a pretty girl of Malta who earned his everlasting gratitude by watching over him and

carrying out so faithfully the physician's directions that his life was saved. It is jokingly said Admiral Dewey cannot see a Maltese cat or behold a Maltese cross—or both—without enthusing with grateful sentiment.

Doubtless his own will had much to do with his recovery, as when the doctors very frankly told him that he would necessarily die, he very firmly replied, "No, I will not die." And happily he did not.



THE QUARANTINE STATION, MALTA

Upon his arrival at Naples he was visited by Mr. Lewis Morris Iddings, Secretary of the United States Embassy at Rome; Mr. Richard C. Parsons, Second Secretary of the Embassy; Mr. Hector D. Castro, United States Consul-General here, and the Vice-Consul, Mr. Charles M. Wood.

The admiral commanding the station, the commander of the garrison, and the Prefect also visited Admiral Dewey on the Olympia, and the Admiral subsequently returned their visits. Later Vice-Admiral Gonzales gave a banquet in Admiral Dewey's honor.

At this point American tourists from all parts of Italy collected to pay their respects to their countryman. Here, as elsewhere, the American sailors had a good time ashore fraternizing with the people and foreign sailors, but all the time remembering that they belonged to the Admiral's flag-ship and were on honor to preserve a proper behavior.

From here the correspondent of the London "Daily News" reported an interview with the Admiral, which, whether exact or authentic or not, still gives what purports to be his views on the Philippine question. In this connection Admiral Dewey is reported to have said:

"I have the question of the Philippines more at heart than has any other American, because I know the Filipinos intimately and they know I am their friend. The recent insurrection is the fruit of the anarchy which has so long reigned in the islands, but the insurgents will have to submit themselves to the law, after being accustomed to no law at all.

"I believe and affirm, nevertheless, that the Philippine question will be very shortly solved.

"The Filipinos are capable of governing themselves; they have all qualifications for it. It is a question of time, but the only way to settle the insurrection and assure prosperity to the archipelago is to concede self-government to the inhabitants. That would be a solution of many questions and would satisfy all, especially the Filipinos, who believe themselves worthy of it, and are so.

"I have never been in favor of violence toward the Filipinos. The islands are at this moment blockaded by a fleet, and war reigns in the interior. This abnormal state of things should cease. I should like to see autonomy first conceded and then annexation might be talked about. This is my opinion. I should like to see violence at once put a stop to. According to my view the concession of self-government ought to be the most just and most logical solution."

From Naples, August 12th, it was but a day's run to Leghorn, where the Olympia was received with honors by the Italian cruiser Tripoli On account of Admiral Dewey being indisposed the stay at Leghorn was practically without incidents of interest.

The Admiral had here the quietest week spent at any port in Italy, and as a result fully recovered from his indisposition. Many of the officers took side trips to Florence and Pisa, and while the

Admiral did not partake of the gaieties the officers and men could not complain of lack of entertainment.

While a sort of denial of the following dispatch was subsequently sent out, it was probably more diplomatic than exact. The correspondent of the London "Daily Mail," in a report to his paper from Rome, had this to say:

"The warm reception given to Admiral Dewey in Italy is regarded with mixed feeling by the government, which is almost morbidly anxious not to offend Spain. As it is the Spanish ambassador (Signor Cipriano Del Mazo) protested against the toasts proposed by General Bogliolo, Admiral Gonzales and the Prefect of Naples at the recent reception to the American Admiral, in which the American victories over Spain were glorified. In consequence of the protest the government requested Bogliolo, Gonzales and the Prefect to furnish explanations, which the ambassador accepted as satisfactory, but the incident produced a bad impression."

The Admiral, ever intent on the comfort, health and enjoyment of his men, promised them a chance to see France and the far-famed Riviera, and with this in view sailed from Leghorn for Ville Franche, near Nice, arriving there August 22d.

Having accepted the invitation of the city of New York, the officers and men of the Olympia, anticipating their reception, began preparations for their part in it. Admiral Dewey accordingly obtained permission from the French authorities to land the Olympia's battalion at Ville Franche for drill purposes, during the cruiser's stay there. Under this permission the men were regularly drilled in land evolutions such as were impossible on board ship, in order that they might be in trim for the land parade at New York. On the day after the arrival of the Olympia at Ville Franche M. Granet, prefect of the Alpes-Maritimes, visited Admiral Dewey and expressed the pleasure of the French government at the Admiral's visit, also adding his assurance of personal regard and admiration. The United States charge d'affaires at Paris, Henri Vignaud, also welcomed the hero of Manila.

It is a matter of note that with one exception Admiral Dewey is the ranking officer of all naval commanders he could expect to meet afloat. The one superior is Admiral Sir John O. Hopkins, K. C. B., commander-in-chief of the British fleet in the Mediterranean.

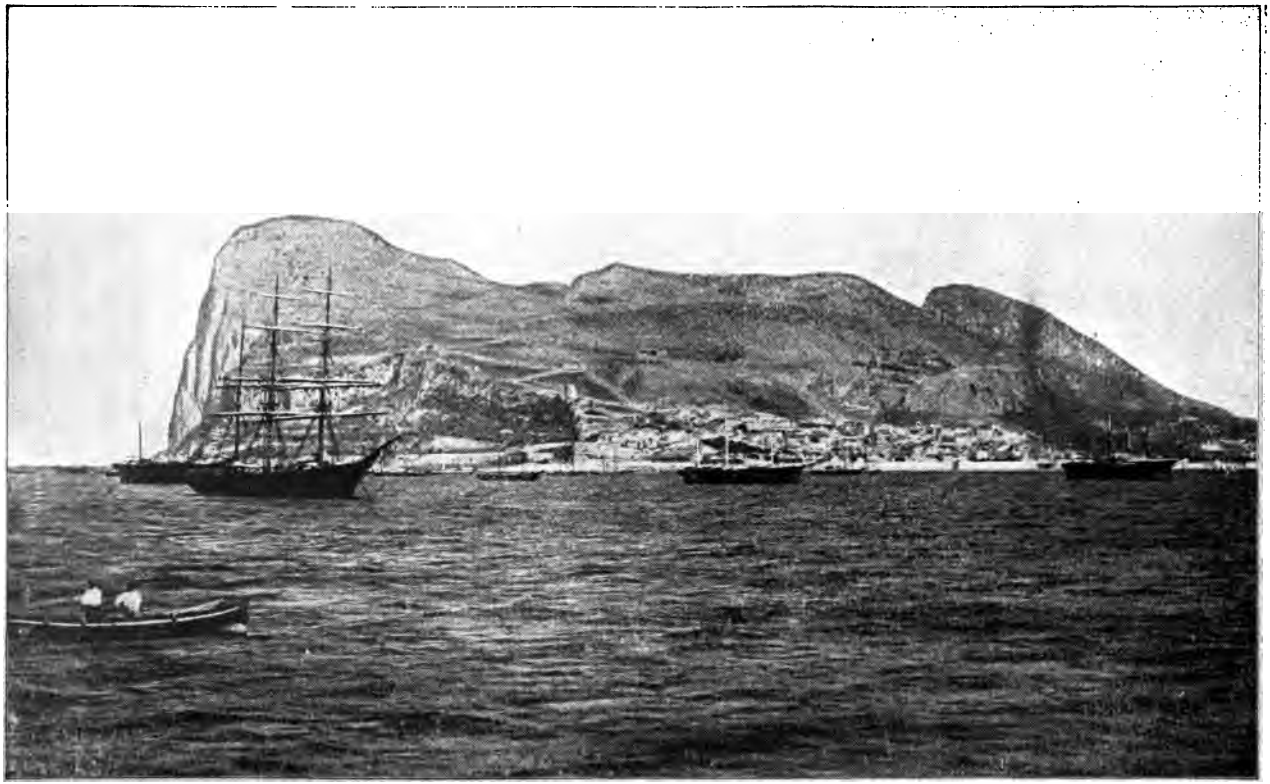
The British navy is the only one except our own that has a full admiral now at sea; the grade practically does not exist in any other European service. Emperor William of Germany is a full admiral; so is the Prince of Wales, and so likewise are a couple of Russian princes; but they do not appear in the naval registers. Hopkins, however, had his admiral's commission first, and so ranks Dewey. In any port where Dewey happens to be, unless Hopkins is present, he makes the sun set, and at the time he chooses. This does not mean that he emulates Joshua, but merely that the ranking officer in a port, whatever his nationality, lowers a flag at sunset, and all other ships present follow.

Nowhere in Europe was the reception of the Olympia more loudly heralded or more pronounced than at Gibraltar, the key by which Great Britain holds control of the Mediterranean sea. One thing is certain, our English cousins did not hesitate to burn their best powder, and plenty of it, to show respect to this latter-day Nelson.

Does he not represent all that is truest and best, not only in American, but in Anglo-Saxon seamanship? When the Admiral received their salutes he could feel that they were given not merely because his ship flew the admiral's flag, but were given from the heart and as a tribute to himself rather than as a matter of duty.

His triumphal tour from Manila to Gibraltar, made amid the booming of English cannon and the cheers of English soldiers and sailors, but served to emphasize and deepen that feeling of brotherhood which had already been aroused in Manila bay. When the last marks of respect were paid, the cannon were still and Gibraltar faded from the view, then began the last stage of the journey home. And what a home-coming! No other American has ever received a like reception; probably no other ever will. Others have achieved their glories at home; Dewey had won his on the other side of the world.

The extensive preparations, the universal interest, all presage a reception which will excel in magnificence and heartfelt enthusiasm anything of like kind which America has ever seen. The preparations remind one of the honors paid the old Roman generals to whom the Senate had awarded a triumphal entry into Rome, with the exception that in this case the honor and glory is to the victory without debasement and shame to the vanquished.



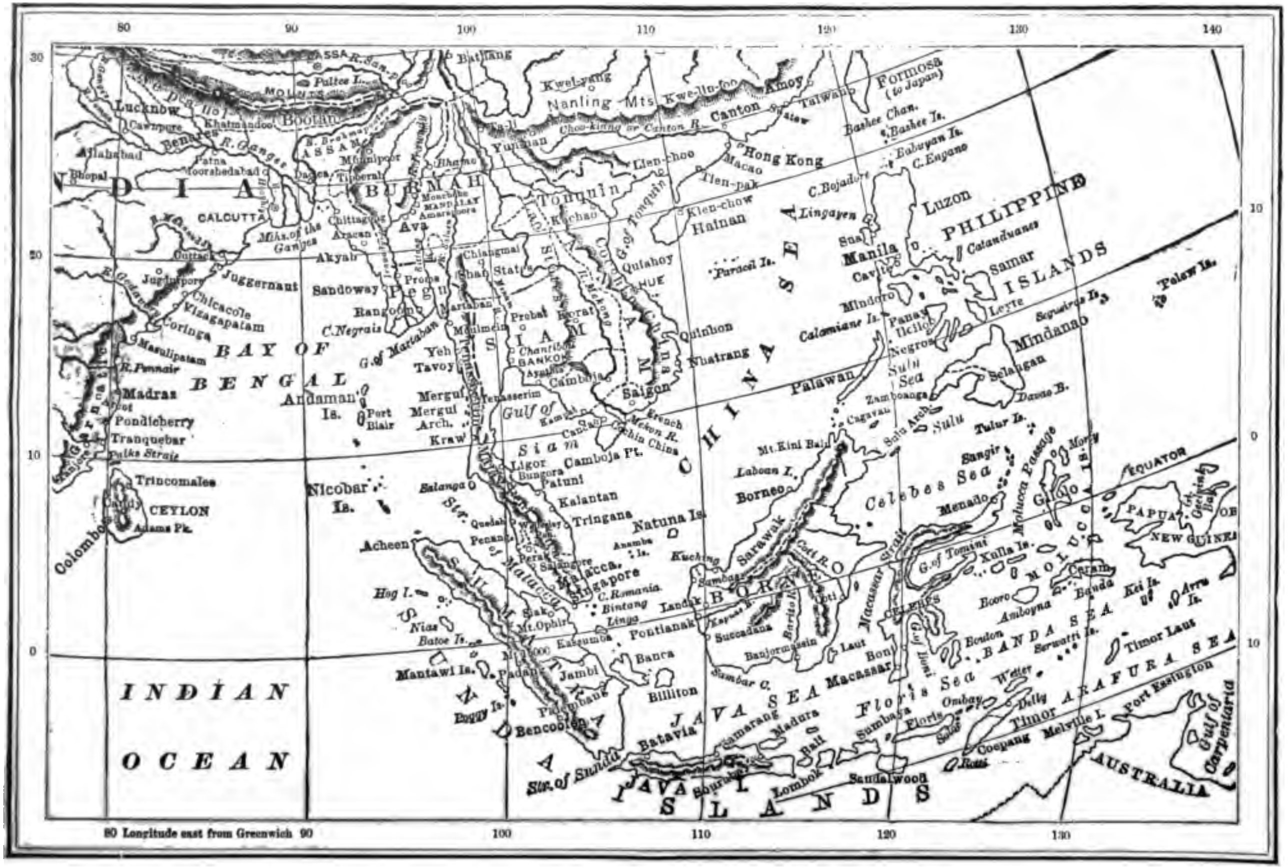
ROCK AND TOWN OF GIBRALTAR

Probably the most prized memento of Admiral Dewey's victory is the sword voted him by Congress as a testimonial of the government to the value of his services. The sword is a superb instrument, of steel, jewels and gold, and is made in Tiffany's best style. It is a fit tribute of the nation to her greatest hero.

By the same act of Congress each of the officers and men of the fleet receives a handsome medal of honor. This medal is of a light bronze color, bearing on its face a raised bust of Admiral Dewey, surrounded by the inscription, "The gift of the people of the United States to the officers and men of the Asiatic squadron under the command of Commodore George Dewey." Cut into the outer edge are the name and rank of the man. The reverse of the medal is truly a work of art. In large raised letters is the inscription, "In memory of the victory of Manila bay, 1898," and at the bottom the name of the ship to which he belonged. In the center is the half-stripped figure of a sailor, whose splendid muscular form is typical of the magnificent development of the average American tar of the present. The figure is naked to the waist, with a handkerchief tied around the head in true fighting style. The figure is seated on a gun, holding across the lap a flag and staff. The foot rests gracefully upon a rope beneath the gun, as if forming a half support for the man's weight. The medallion is held by a bronze cross-pin, upon the center of which is an American eagle. To the right is a wreath of laurel, as exemplifying peace, and to the left is the hilt of a bared sword, as symbolical of war. The medal is inclosed in a handsome dun-colored case.

Among the many marks of respect paid Admiral Dewey none was more expressive than the memorial tablet presented by the city of Olympia to the Admiral and his flag-ship. The place of the tablet is in the Olympia's forward turret between the two big guns which opened the battle of Manila, and it bears the memorable order, "Gridley, you may fire when ready." The city thus pays its tribute to the Admiral, to the men and to the gallant flag-ship—its namesake.

The great reception, while given by the city of New York, is more than local in character. It is designed to give the whole American people a chance to express their regard for a man who upheld the honor of the flag, was true to the traditions of his country, and added new glory and luster to its name.



MAP OF THE PHILIPPINE ISLANDS, SHOWING THEIR RELATION TO THE ASIATIC MAINLAND

CHAPTER X.

THE EMPIRE

We have taken an empire.—Dewey.



IN THE morning of May 2, 1898, when Admiral Dewey took the forts at Cavite and blockaded the city of Manila, for the protection of his fleet and as advancing the interests of the country he represented, he involved the United States in questions which they are even now trying to solve, and the results of which will undoubtedly be far-reaching.

Whether one champions the cause of "expansion" or "anti-expansion," as the two opposing policies are called, it is quite evident that the first steps toward expansion were taken strictly as a military measure. When the Peace Commission went further and agreed with Spain for a cession of her sovereignty, which agreement was duly ratified by both the principal parties to the agreement, our responsibility for the Philippine islands was then and by that act vested so far as all the other nations of the world were concerned. It matters not that we have not been able to extend our authority over these islands; by the law of nations we are the responsible parties for whatever national status they may have.

What are we going to do about it? How are we to solve the questions created by military necessity? These are altogether different matters, concerning which there is much difference of opinion. It was largely a matter of chance that we were involved in these questions. The Spanish fleet "happened" to be in Manila bay and the American fleet "happened" to be at Hong-Kong when war was declared, and this duty demanded Dewey's movement against Manila. It is certain that up to May 1, 1898, but few people in the United States had given any



VIEW ON THE PASIG RIVER, IN THE CITY OF MANILA

attention to the Philippines, or had any conception of their size, location or importance. Even now many people do not realize these facts. Military operations having been confined largely to the island of Luzon, Manila and its environs, it has been brought most prominently under public notice. However, it is but one of a large number.

The Philippine islands (discovered by Magellan, in 1521) lie southeast of the continent of Asia, in latitude 4° 40′ to 20° north, and longitude 116° 40′ to 126° 30′ east from Greenwich, their latitude being thus the same as that of Central America. They stretch north and south for a distance of nearly one thousand miles, and lie about six hundred miles from the southeastern coast of China, while the island of Borneo is much nearer on the southwest. There are only ten or twelve islands of noteworthy size, although the Sulu group, together with numberless other small islands, makes the total number upward of twelve hundred, with a total area of about 115,000 square miles, or nearly equal to that of Pennsylvania, Ohio and Indiana combined.

The island of Luzon, lying farthest to the north, with an area about equal to that of Ohio, is of more importance than the remainder of the entire group. The next in size is Mindanao, in the south. Between these two large islands lie the smaller ones—Samar, Leyte, Mindoro, Panay, Palawan, Negros, Cebu, Bohol and Masbate, besides multitudes of still smaller islands. The group was named after Philip II., the oppressor of Holland in the sixteenth century, and the husband of bloody Queen Mary of England.

All of the islands are of volcanic origin and structure, some of them still having active volcanoes upon them. They are subject to earthquakes, terrific storms, enormous rainfall, fierce heat—in fact, in the Philippines all of Nature's elements seem to run to extremes and vie with each other in producing unusual and startling phenomena. Yet the climate, withal, is pleasant and moderately healthful.

The climate is thoroughly tropical, having three seasons—cold, wet and hot—the thermometer ranging from a mean temperature of 72° during the cold season (November to February) to an average of 87° during the hot season, which lasts from March to June. It is in the latter part of the hot season that the terrific thunder-storms for which the islands are noted usually occur. During the wet season (July to October) the rainfall is enormous, a heavy downpour occurring daily.

For over three centuries the Philippines have remained uninterruptedly in Spain's possession, notwithstanding many insurrections, which were always brought about and led, as in Cuba, not by descendants of the original natives, but by those of Spanish descent born in the islands. The wars thus inaugurated, however, were usually quite easily quelled, owing to the ignorance of military tactics and lack of arms among the insurgents, their principal weapon being the long, heavy knife, or kris, carried by all Malays, a weapon not dissimilar to the Cuban machete, which did such effective work during the various wars in Cuba. Not until 1897 was an insurrection inaugurated in the Philippines which really promised to embarrass Spanish sovereignty in the islands. The leader of the insurgent forces was the well-educated and subtle Aguinaldo, who, in spite of all Spain could do, was gradually drawing closer the lines of his victorious army about the flower of Spain's chivalry, when the mother-country, conceiving her gold to be mightier than her sword—skilled in oppression, but unable to cope with real warfare—in November, 1897, offered Aguinaldo and his generals four hundred thousand dollars cash in hand if they would leave the islands. The offer was accepted on condition that certain administrative reforms be introduced into the government. The promise was made, but like most of Spain's promises it was not kept, and at the time of Dewey's conquest of the islands Aguinaldo, likewise ignoring his compact with the Spaniards, returned from the continent, and again took command of his insurgent forces in the interior.

The entire population of the archipelago is estimated to be fifteen millions, it being impossible to ascertain exactly on account of so many of the islands being practically unexplored in the interior. The population is principally Malayan and mixed races, with a few of the original inhabitants—a sort of dwarfish negro called negrito—still remaining. There are many Chinese and half-castes, or mestizoes, the Chinese somehow getting into the islands in spite of all restrictions and immigration laws. There are very few Europeans, even the Spaniards numbering less than ten thousand, while most of the races of Europe, especially the Latin, are totally without representation. But the Spaniards, in spite of the smallness of their numbers, controlled the government, and with the aid of the church managed to keep the islands in a state of subservient ignorance.

Manila, the capital, as well as the principal commercial city and seaport of the islands, is situated on the western coast of the island of Luzon, on a beautiful land-locked bay over one hundred miles in circumference, constituting one of the finest harbors in the world. The population of the city, with its suburbs, is over three hundred thousand —a mixture of Spanish, Malay, Chinese and other nationalities, with the preponderance largely in favor of the Malays, and the Chinese hold-



A Group of Natives in a Philippine Village

ing second place. But there are few pure bloods of any race, most of the native-born inhabitants being a mixture of two or three races— notably the mestizoes, who are half Chinese or Spanish, and the other half Malay or what-not, and in Manila the common saying is, "Lucky is he who knows his own father." But Manila is not a city of many nationalities, there being practically no races represented outside those mentioned, except an occasional German or Englishman, or, more

seldom still, an American. The city is in two parts, Old Manila and New Manila. The old city is of massive structure, and is surrounded by a triangular wall. It is situated on the south side of the River Pasig, extending from the bay about one mile up the river, and from the river about one mile down the bay. The city walls are of massive masonry, and are (or were) surrounded by a moat, and well supplied with drawbridges. However, that side of the wall along the river is at present nearly demolished, and the river is spanned by many bridges in order



THE ESCOLTA, MAIN BUSINESS STREET OF NEW MANILA

to give easy access to New Manila, which is built on the north side of the river. Many interesting buildings of ancient architecture, as well as many unpleasant odors from the unwashed inhabitants, are inclosed within the walls of the old city. The old Cathedral is a grand structure, said to have cost a million of dollars. It was bereft of its main steeple during the earthquakes of 1880, which gives it a discouraged and half-hearted air of solemnity. But its two remaining steeples still "point the wanderer upward," and the interior arrangements and decorations

are none the less beautiful and impressive. This church is built largely of steel, and is an unusual piece of architecture, inasmuch as its various parts were made in Spain and brought to Manila by ship, where they



CHURCH OF SAN SEBASTIAN, IN NEW MANILA

were united in the construction of the edifice. There are also many smaller churches, convents and convent schools in Old Manila, and the old city hall, army-barracks, market-places and quaint little shops are quite interesting relics of antiquity.

The residence portion of Old Manila is not interesting. While a spacious front yard is an American's hobby, it is a Spaniard's delight to build his house clear out to the sidewalk—upon it if the laws of the municipality permit. And as Old Manila was founded and built by the Spaniards, it is a mass of thick-walled, squatty houses facing on narrow streets. Very often the upper story of a house projects out over the street, and a sort of portable bay-window is attached to the lower story on fine days, compelling the pedestrian to go into the street in order to get past. Even there he is not safe, for the large upper windows are used as a convenient point of vantage from which to throw slops and refuse into the street, and one does not know at what moment he may be treated, without preliminary warning, to a violent and disagreeably odoriferous shower-bath.

The old city is the headquarters of the church, and these narrow streets are almost constantly being traversed by religious processions, for in Manila Catholicism seems to have rites and traditions which are strange to it in other places, and either a feast or a fast, a procession, or a day of seclusion and abstinence, is continually on the tapis. No religion outside of the Roman Catholic has been tolerated in the Philippines, and Protestant missionaries have been repeatedly warned to stay away from the islands.

Most of the Spanish inhabitants of Manila live in the old city; in fact, no one but a Spaniard could be content to live in these narrow, dirty haunts of squalor and filth, where all is somber, damp, gloomy and pestilential. But it probably reminds the Spaniards of their abodes in "dear old Castile," and they loll in the sunshine and roll cigarettes in drowsy indifference all day long.

The river between the old and the new cities is spanned by a multitude of bridges, some of them, notably the Puente de Espana, being elaborate and even artistic examples of modern construction, while others are little old wabbly affairs, built on floats on the pontoon plan. It takes considerable self-assurance to cross one of these narrow swaying bridges for the first time, and the stranger usually picks his path carefully, keeping in the center of the walk. Crossing the Pasig from the old city into the new is almost like emerging from the catacombs into daylight. Here are the custom-houses, quays lined with ocean steamships loading and unloading great cargoes, the rattle of

vehicles, the hum of universal traffic—a general air of busy life and of commerce prevalent on all sides. It is the modern city of buyers and sellers—the foreign business community of Manila. Like the old city, New Manila proper forms a triangle about one mile each way in the corner of the river and bay, but its suburbs extend several miles up the river. Back from the water-front are hundreds of narrow streets, lined with shops, where the Chinese, in spite of all opposition, continue



PUENTE DE ESPANA BRIDGE, ACROSS THE PASIG RIVER, MANILA

to prosper and control most of the provincial trade. The real business center of the new city is at the junction of the Puente de Espana with the principal street, the Escolta, which is as well lined with shops and bazaars and as busy with hurrying life as a State street or a Broadway. In Old Manila the church rules, but in New Manila commerce and the state take charge of things and give evidence of a spirit of enterprise

and progress. No dwellings are mixed with the business portion of New Manila. It is a modern city, with the business in the center and the dwellings arranged around the outer edge in attractive suburbs. Many beautiful residences and villas are seen here, owned largely by wealthy Chinese and mestizoes. The palace of the Governor-General is situated two miles up the river from the custom-house, and is a spacious mansion, surrounded, or rather enveloped, in a maze of tropical verdure.



A Native Filipina

The primitive methods of life of all degrees in the Philippines are amazing. From the free-and-easy manner of living adopted by all classes one would suppose that there are no natural contingencies of circumstantial extremes to be provided for or guarded against; and the supposition would be nearly correct. The climate is always the same—it is always summer, with nothing to warrant the wearing of any clothing other than the customary white linen suit the year round. The natives, indeed, wear even less, appearing as they choose, minus either the one or the other of the two garments which constitute the suit.

The native houses are of thatch, or nipa fiber, which is very airy and comfortable; but woe to the whole colony if a spark from a cigar catches in the thatch of one of them, for they burn like tinder. It is said these conflagrations are not always accidental. Dealers in thatch have to make a living somehow, and when the nipa market becomes sluggish a fire may usually be foretold. Therefore, conflagrations occur at pretty regular intervals, and when some time has

passed without a fire, the natives are frequently heard making wagers as to the length of time that will elapse before the next one, and in what part of the city it will occur. The loss of his house is not a very momentous affair to the Filipino, for he does not construct an expensive abode, nor does he usually have much that is of value inside. In case of a conflagration the first to be rescued is the fighting-cock, one of which is possessed by every Filipino family. Cock-fighting is the national sport, and the natives more highly prize a good game-cock than almost anything else, frequently losing everything they possess in wagers laid on their favorites, or winning in the same degree from their unlucky neighbors. In the latter case it is not uncommon to see a native going home from a cock-fight with his warrior bird under one arm and lugging a hat or sack full of silver on the other; for Mexican silver dollars constitute the only currency of the islands, and all payments are made in these bulky pieces. They are too heavy to lug around in the pockets of fragile linen suits, so no one thinks of paying for anything at the time of purchasing, but simply signs an I. O. U. Collectors come around at the end of the month, and if the amount to be collected is large, they usually bring a man with a sack or a wheelbarrow to carry away the coin.



THE NATIONAL SPORT—COCK-FIGHTING

Tiling was formerly much used for roofs in Manila, but there is now a law against it. It was found that when typhoons occurred deaths usually resulted from the air being filled with pieces of tile, which would go sailing up the street until stopped by coming in contact with some-

body; or in case of earthquakes the tile would drop on the heads of the people it was supposed to shelter, severely injuring them, often with fatal results. The roofs now are nearly all of tin or galvanized iron, except the native houses, which are of thatch. Tin roofs are not so picturesque as tile, but they are a great deal more conducive to longevity, and in that respect only are they better. The heavy tropical storms usually manage to rip the tin from a roof on three sides, leaving the other side secure to act as a staff from which this great tin banner may be joyously flouted in the wind and banged against the house, while the inmates discuss which is the more delectable danger, that of being maimed by flying tiles, or deafened by the clatter of tons of resounding tin; for during a heavy storm the noise made by all these roofs throughout the city is worse than any mental conception of a pandemonium. Glass is not used in the windows of the houses, for it would not stand the wear and tear of the elements. Instead, pieces of shell are used, cut into little squares, one window sometimes having as many as one hundred pieces in it. These windows are not entirely transparent, and one cannot see through them, but nevertheless they let in plenty of light of a good quality, softening the blinding glare of the sun and filling the room with a soft radiance, in which are mingled all the colors of the rainbow, acquired from the many-tinted shells, But the main consideration is that they are very strong, and do not often give way to the wind, rain and hail, as glass would.

There are six daily so-called newspapers in Manila, which used to devote the major portion of their space to official dispatches from Madrid and to insignificant affairs. The news of the world did not appear in them, and the inhabitants depended for real information upon the weekly mail-steamer from Hong-Kong. Therefore, what was news in Manila was ancient history to the rest of the world. Since the Americans have had control of the city, and thus there have been no official dispatches from Madrid, the editors have had to seek other sources for material with which to fill their papers. The first live Yankee journalist who sets up his establishment there will probably cause a stir by printing actual news, and will doubtless be denounced by contemporaries for his inelegant energy and realistic strength of purpose.

The musical talent of the native Filipinos is phenomenal, considering that it cannot be explained where the gift originated. All nations

near them are notably unmusical, yet it is a common thing for uneducated, half-clad natives to perform really artistic and ofttimes classic music on piano, violin or harp. Next to his game-cock, the Filipino prizes his piano, and frequently an instrument fit to grace the parlor of a mansion will be found occupying nearly half of one of the little nipa houses. On the Luneta, the fashionable drive and promenade where Manila society airs itself each afternoon, the Artillery Band, composed of natives, gives a concert daily. Their music is seldom equaled by bands in Caucasian countries, they playing the popular airs of the day and age, as well as the immortal music of the masters. It is said Aguinaldo, the insurgent leader, nearly rivals Paderewski in his performances, and thinks nothing of his accomplishment.



A CHINESE PUBLIC READER IN MANILA

The Chinese probably occupy a more important position in the social and commercial aspect of the islands than any other race, Spaniards not excepted. Not only are they usually wealthy and the leaders in trade, but many of them are quite well educated, which is the excep-

tion among the general populace. Chinese public readers frequently occupy stands at the street-corners, where they read for a consideration. Their charges are very low, and a crowd of illiterate Filipinos procuring an obsolete foreign newspaper frequently make up a "collection" and have it read from beginning to end. These readers were also used by the Spanish officials in the promulgation of official manifestos or edicts, a street-corner reading giving much more thorough publicity in some quarters than could be secured by posting the notice. Chinese barbers are numerous on the principal streets, each carrying his tools and chair with him, ready to set up shop anywhere on the shady side of the street and give a customer a shave or hair-cut.



A Wealthy Chinese Merchant of Manila

Although the Chinaman is not very favorably considered in this country, it cannot be denied that in the Philippines he has done himself proud, and by actual comparison has proved himself a more valuable cosmopolitan than the Spaniard, for he is at least energetic, and develops and creates wealth wherever he goes. It is true that his morality is not all that could be desired,

but in this, also, he is head and shoulders above the Spaniard, for while he practises polygamy and has wives among the native women aside from his Chinese wife, he is as much attached to his half-breed, or mestizo, children as to those of purely Chinese origin. He takes care of them, educates them, and they become respected citizens and are usually well-to-do. The Spaniard also practises polygamy, but he despises his mongrel children, and when he departs for Spain they are left to provide for themselves as best they can. They are usually beautiful in face and form, but the stigma of society is upon them,



THE CARABAO, THE NATIONAL BEAST OF BURDEN

and the boys generally become gamblers and ruffians, while the girls become identified with the already too large horde of Manila Magdalens.

The natural resources of the Philippine islands are so numerous and pronounced as to defy description. In the first place, the soil is fertile to a marvelous degree, producing vegetation so dense and in such a short time as to seem positively magical to a European. A field deserted for one year will become a thick mass of vegetation; the next year it is an impassable jungle. There is no bare ground except on the tops of the active volcanoes. The very rocks and cliffs along the shore are covered with moss and trailing vines. The sprouting-time

is so short that one scarcely has time to breathe between planting and cultivation. In a large field men are frequently seen cultivating one side of a field, whose verdure gradually becomes less pronounced toward the center, while on the further side are men finishing the planting of the same crop. The Chinese small gardeners raise seven to ten crops a year on their little farms. The Chinese are also the principal raisers of rice, which is the staple food for a large portion of the population. It is said that an Englishman once leased one of the large rice-farms, paying in advance and confidently expecting to make his fortune. But before one crop was harvested he became disgusted and threw up his contract. The cultivation of rice is certainly not a pleasant occupation, although the Chinamen and their faithful helpers, the carabaos, or native buffalo-oxen, do not seem to mind it in the least. They go slowly along through the flooded rice-fields, sometimes up to their knees in water, sometimes up to their necks, apparently as unconcerned as though on dry land. The cultivating is done among the roots of the plant simply by stirring them with a sort of wooden harrow, which has teeth about two feet long. This implement the carabao patiently drags through the water and mud, while the Chinaman at the rear lazily follows and steers it between the rows. An enterprising American firm once conceived the idea that the Philippines would furnish a market for irrigation machinery, but upon seeing a photograph of a rice-field under cultivation they immediately changed their minds.

The great staple product which makes the Philippines of importance to the rest of the world is manila-hemp, from the fiber of which ropes and cables are made, and also manila-paper. Some of the finer grades are even woven into suitable fabrics for wearing-apparel, many articles of which are said to be very beautiful and expensive. The primitive methods still used in the hemp industry are worthy of note. Scarcely any machinery is used, a few rude wooden appliances of native manufacture and a clumsy carving-knife serving the purpose of rendering into commercial form the world's supply of manila-fiber.

The hemp-plant is, contrary to the general impression, a good-sized tree, very much resembling the banana-tree. The strippings from the trees are first hung out in the sun to dry, and are then pulled under a heavy knife on a block to separate the fiber from the pulp. Each operator can clean only about twenty-five pounds a day in this way, and

is paid about two cents a pound. This cleaning is done on the mountains where the hemp grows, each cleaner carrying his little machine from place to place as necessary. The cleaned fiber is taken down the mountain slopes and sold to the hemp-pressing establishments, where it is pressed into large bales much the same as cotton in this country. The annual output of manila-fiber is about eight hundred thousand bales, or two hundred million pounds. From this some idea can be gathered of the number of men who are engaged in cleaning fiber on the



ONE OF THE BIG HEMP-PRESSING ESTABLISHMENTS OF MANILA

slopes of the mountains at the rate of twenty-five pounds a day. It is safe to say that Americans will not long inhabit the islands until some less primitive means of cleaning the fiber will be evolved by Yankee ingenuity and inventiveness.

Other important productions and exports are sugar, tobacco, coffee, cocoa and rice. Some of the sugar plantations are very large, frequently exceeding one thousand acres. Most of them are monastic property and are leased to Chinamen, who are said to be more successful than

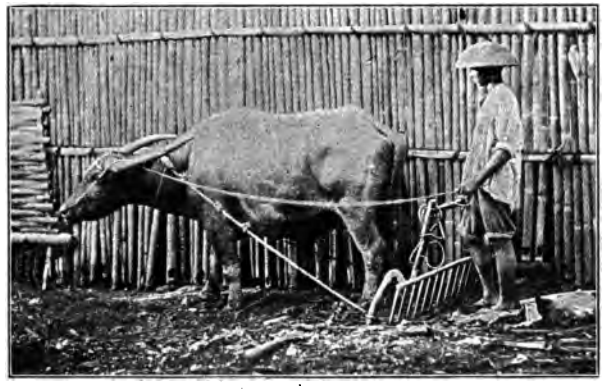
Europeans. There is no limit to the possibilities of sugar culture in the Philippines, both soil and climate being perfectly adapted to it. Of course, the commercial conditions at present surrounding the sugar trade, and the great advancement of the beet-sugar industry in Germany and the United States, somewhat handicap the development of the cane-sugar industry; but so far as natural conditions are concerned even Cuba does not surpass the island of Luzon as a favorable location for great ingenios.

Coffee has been raised in these islands for nearly a hundred years, but not until thirty or forty years after its introduction were any large plantations established. To-day the trade does not amount to much, although the quality produced is very fine and the crop is sure. The world has evidently become accustomed to buying its coffee elsewhere, and consequently the industry in the Philippines does not expand.

The tobacco industry has had the same obstacles to contend with in the Philippines as in Cuba, the Spanish government having controlled the trade as a monopoly for its own benefit since 1781. Although there were no restrictions as to the amount of tobacco any one might raise, the government was the only buyer, set its own price, and paid when it got ready, often being three or four years behind. Besides this, certain very fine qualities of the leaf can be produced only in certain districts, and in those districts the peasants were compelled to devote themselves largely to tobacco culture, even though the profit would have been greater on some other crop. Some qualities of Philippine tobacco are equal to Cuba's finest. Nearly three hundred million cigars are manufactured annually, about one third of them being exported. In the Philippines every one smokes, the cigarette being preferred to the cigar, although, as stated, something like two hundred million of the latter are consumed. The number of cigarettes smoked would be almost impossible of estimation. They are smoked exclusively by the Spaniards, and many natives have a partiality for them. Most foreigners, however, smoke cigars, some of the inveterates consuming twenty or more big black fellows a day. Philippine smokers are not as extravagant as are those in the United States, and any one would be considered very foolish to pay five cents for a single cigar. The usual thing is the three-for-a-cent cigar, which is about the same quality as the three-for-a-quarter variety in the United States. If one wishes to

be really aristocratic he may pay two cents each for his cigars, securing the same kind that cost twenty-five cents in America. There is only one grade of cigars above this, and these, the "Incomparables," are so choice that but few smokers are acquainted with them, and they are rarely seen outside of Manila. They are made of specially selected tobacco, the finest produced, and each cigar is wrapped neatly in tin-foil. They are packed in rosewood boxes, tied with Spanish ribbon, and are considered a rare delicacy, selling at the extortionate price of five cents each. No one except the very wealthiest of the officials smoke them, the poorer people being obliged to content themselves with the grades usually appreciated by American railroad magnates and bondholders.

Country life in the Philippines is very simple. No elaborate description of it can be written, for there is nothing to describe. The natives simply live—indolently, sleepily, contentedly; their principal occupations are smoking cigarettes and attending cock-fights. They live in little thatched houses, and get along quite nicely with the assistance of one or two carabaos. These faithful animals are to the Philippines what the camel is to Arabia. Aside from performing all field labor on the farms they are ridden as horses are in this country, and are used in all kinds of hauling. Many of the Philippine ox-carts are not carts at all, but sleds, with runners like any other sled. Hitched to one of these the carabao moves slowly and patiently along, dragging a load that would tax the strength of an ordinary team of horses.



PHILIPPINE NATIVE WITH CARABAO AND WOODEN HARROW

Of course, the above applies only to the poor and ignorant class of farmers, for many of the wealthy Chinese merchants and others of Manila own farms which are by no means primitive or uninteresting.

There are beautiful parks, with snug villas in the center, and ornamentation is carried to great excess in architectural trimmings and horticultural effects. In this latter particular it is difficult to outdo nature, for in the Philippines it is flowers, flowers, everywhere and without end. Plants which are highly prized and carefully cultivated in this country grow as weeds in the gardens of Manila. The geranium grows to be a healthy bush, exceeded in size by the heliotrope, which is often five



A Filipino Farmer with Carabao and Wooden Plow

or six feet high and twelve feet in circumference. Rose-bushes grow to enormous proportions, but the production of good buds and blossoms requires careful training. Everywhere one goes there are flowers—in masses, in bouquets two feet in diameter, in baskets, in vases, on the dinner-table, peeping in at windows, climbing dead walls, dropping on the grass and covering the lawn with color in spots—here red, there

blue, yonder yellow, purple, white, crimson, and so on ad infinitum, until the eyes become tired with the variety and the senses dulled to the beauty of it all.

The ponies of the Philippines are worthy of mention. They are very small, but exceedingly tough, and remarkably swift for their size. They are owned in the towns, where they are the only carriage animals; and they are also the motive power for Manila's street-railway—the tram-cars. To see fifteen or twenty people climbing into one of these big boxes, it seems as though the scrawny little animal in front would be totally unable to move his great burden. But he starts cheerfully off, and the car, with all its human freight, goes merrily on. It seems impossible to load one of the cars beyond his capacity to pull it, and the only thing which conquers him is a strong head-wind. Then he gives up in despair, and traffic is suspended. There is a jockey club in Manila which gives very good races, and under proper management and breeding these little ponies show wonderful speed.

During Spanish sovereignty the methods of raising revenue for the crown and for the support of officials was very simple. First the amount desired was decided upon; then it was divided pro rata among the various neighborhoods and settlements, and the wealthiest man in each settlement was appointed collector, or cabeca de barangay, and the government troubled itself no more about the tax, but when the time came simply collected the amount from the unlucky cabeca de barangay. If he found it impossible to collect the amount assessed to his district from his neighbors, why, that was his own affair, and the government had nothing to do with it. Very often wealthy planters were reduced to complete beggary by this system. It is such policies as this that have caused Spain to be cordially hated in her own colonies, and have given her rebellions to contend against in all her possessions.

Not the least important of the productions of the Philippines is their timber. There is scarcely a soft-wood tree in the islands, while the forests are full of ebony, ironwood, teak, etc., besides the more common and less valuable varieties. There is an ant—the great white ant—in the islands which destroys the timbers in buildings, making it unsafe and unprofitable to construct frame houses. Consequently, if one's worldly station raises him above the nipa dwelling, he usually builds his house of brick or stone, and if he can afford it, the rafters of



THE LUMBER INDUSTRY IN THE PHILIPPINE ISLANDS—NATIVE HAULING LUMBER WITH CARABAO

iron. But the floors are of hard native wood, ironwood being perhaps the most common, while ebony is often used in the houses of the wealthy. These woods are susceptible of a beautiful polish, and are rubbed with banana-peel and greasy rags until they shine like polished ivory. The excellence of a housewife is judged by the condition of her floor, which her lord and master carefully inspects every month to see if the ants have begun their inroads.

Speaking of insects, the Philippines have more than their share of them. And not only insects, but every pestiferous branch of the animal kingdom is well represented. Nowhere else are rats and mice so large and bold. The former have been known to consume all but the soles of a pair of shoes in a single night, compelling their owner to appear at breakfast barefooted. Cats lose their courage and prowess when turned loose in an infested house, and "house-snakes" are used instead. These reptiles live in the garret or the thatch roof of the house, and have become practically one of the domestic animals of the Philippines. They often grow to a length of fifteen feet or more and a diameter of six inches, but they are perfectly harmless, and no one thinks of killing them. In fact, no establishment is complete without a pair of them. Moreover, they perform their function thoroughly, being expert rat and mice catchers, and their unobtrusive presence is much preferable to that of the rodents. Frequently a pair of house-snakes will take up their abode in the roof of a house without the inmates being aware of it, the first intimation they have of the fact being the thumping, scurrying and squealing incident to the vigorous midnight campaigns of the reptiles. The natives often bring these snakes to town for sale, carrying them coiled around bamboo poles, to which their heads are tied. But not all of the serpent life of the Philippines is so harmless as are these house-snakes. In the forest is the great python, and in the streams are many species of water-snakes, nearly all of which are venomous. The python often grows twenty to thirty feet long and a foot or more in diameter, and when in a bad humor does not hesitate to attack a man as well as large beasts. His method of attack is original and interesting. He simply makes a catapult of himself, with his great head as the projectile. With his sinuous method of locomotion he can easily approach within a few feet of his prey. Then he draws back his head and four or five feet of his body, and launches it at his victim,

using the rest of his body as a propelling force. As the parts thus projected will weigh fifty pounds or more, and as the blow is delivered with great speed and the quickness of lightning, it is usually sufficient to knock any animal off its feet, and often breaks bones or causes insensibility. The advantage is followed up immediately by the great reptile, which, though not venomous, is a terribly powerful constrictor, and before there is a possibility of the victim recovering from the blow if only stunned, he is enwrapped in the folds of the python, and his fate is sealed.

The streams and lakes in the islands are infested with a very large and ferocious variety of crocodile, making bathing in some waters a hazardous diversion, and not to be attempted by the foreigner without a native guide. These crocodiles, however, have learned to respect destructive man, and do not molest him unless other prey is scarce or when they are disturbed in their chosen pools.

Lizards—great big ones—are numerous everywhere, and may be frequently seen crawling on the walls and ceilings of houses, where they do effective service in the extermination of flies and other insects. There are also numberless spiders (some of them three or four inches in diameter), scorpions, centipeds, and hosts of other insects and reptiles which are not only repulsive to the sight, but which, should they drop on any part of the person, cause great welts and blotches on the skin, which sometimes result in more serious complications. Beds have to be surrounded with a strong screen in order that the sleeper may be sure of finding his couch unshared by strange and unwelcome bedfellows when he awakens, and his clothing must be placed out of reach of the rats if he desires it to be in a condition suitable for a modest and self-respecting gentleman to wear the next morning.

Many conflicting reports have been circulated as to the healthfulness of these islands, some claiming that they are a veritable pest-house, and others that they are reasonably healthful. The tourist in Manila will have a difficult time in settling the matter to his own satisfaction. If he asks a native, he will receive the assurance that Manila is one of the most healthful cities in the world, although he himself can see the utter lack of sanitary precaution everywhere. The moat around the wall of the old city is filled with dirty water and reeking filth of every age, sex and previous condition of servitude. The aggregate refuse of the entire

city eventually finds its way either to this moat or the waters of the bay or the Pasig river. On warm days the stench from the moat is frightful, and insect life hovers over it in clouds. The Spaniards claimed they were afraid to clean this ditch of its filth for fear the pestilential gases released by agitation of the mass would cause an epidemic. In spite of all these evidences of conditions conducive to disease the visitor will be mystified by the fact that he hears of no great amount of sickness or death. His doubts will be set at rest, however, when some fine morning he comes face to face with a gentleman on the street bearing unmistakable signs of the presence of malignant disease, or sees a woman on the tram-car with a baby in her arms, the little one's face covered with the red blotches of smallpox. No one thinks anything of such occurrences—and that is the secret of it all. The people are so used to the disease that they pay about as much attention to it as Americans do to a slight cold. People die of smallpox or cholera every day and no one thinks anything of it, and the daily number of deaths has to reach a very large figure before the fact is worthy of casual mention in the newspapers. A suggestion to quarantine a house where smallpox was known to exist would be scoffed at as nonsensical and unnecessarily severe. And so the best and only thing for a stranger in Manila is to guard as best he can against contagion, use care in his diet, and keep himself well fortified with quinine.

Mr. Charles Bryant Howard, a former resident of Manila, gives the following interesting account of the characteristics, mode of dress, occupations, etc., of the women of the Philippines in the "Woman's Home Companion" for July of this year:

"In appearance they are not at all unprepossessing. As a rule they have round, plump faces crowned by the most luxuriant hair. Their features are generally well shaped and the expression of countenance pleasant, except among those of very dark complexion—the pure Filipinas—whose eyebrows have a tendency to meet over the nose, giving them something of a frowning and sinister aspect, quite at variance with their general temperament. This is far less noticeable among the mestizas, or half-castes. The mouths are rather large, perhaps, and the lips full, but with no suggestion of the coarse heaviness peculiar to those of the African negress; and the noses, although apt to be decidedly retrousse, are never flat.

"Cleanliness and care of the hair is their especial pride, and they are forever washing and combing it, occasionally soaking it in cocoanut-oil, which is supposed to possess remarkable cleansing and preserving qualities, though when used it causes rather a streaky appearance, and its odor is conducive to admiration at a distance. When dressed



GIRLS OF THE MESTIZO CLASS, MANILA

the hair is drawn smoothly and tightly back from the forehead, without a suspicion of a curl or wave, into a big knot at the back of the neck. This knot is often decorated with a huge comb of horn or tortoise-shell elaborately mounted in gold or silver, according to the wearer's

social and financial standing. More often, however, for the sake of comfort, the hair is worn loose, even in the streets, not uncommonly falling far below the knees in a glorious raven-black mass. Two women meeting in the street and pausing for a bit of gossip will instantly produce their combs, if their hair happens to be down, and set vigorously to work unraveling each her respective tresses, regardless of the passers-by, continuing the process as long as the conversation lasts. Or a fruit-girl, waiting for a customer to make a selection from her wares, will promptly seize the opportunity while her head is unburdened to go through the same performance.

"It is difficult to judge of a Philippine woman's age by her hair, for it seldom shows signs of grayness before the age of fifty, and I do not recollect having seen a single native, man or woman, with the least indication of baldness.

"Their costume is peculiarly national. Although it seems odd at first sight, it is decidedly sensible and comfortable in that climate, and rather becoming to those inclined in figure to embonpoint, which, fortunately for them, is the rule among Filipinas. In form it is the same among all classes, varying only in quality and texture according to the wearer's position and wealth. It consists of a brilliantly colored skirt, or falda, of the gaudiest plaid pattern obtainable, thrown around the waist and fastened with an ingenious twist and falling to the feet; a short black overskirt, or saya, reaching to the knees and caught up on one side; a white, low-cut waist, with very wide sleeves covering the arms as far as the elbows, and a white mantilla of embroidered pina lace, folded cornerwise and thrown over the shoulders, with the ends crossed on the breast, leaving the neck and bosom bare.

"Embroidered chinillas (sandals), or on occasions of ceremony black slippers with strings crossed over the instep, constitute the foot-gear, worn over white stockings, if my lady happens to consider the wearing of any hosiery essential to her place in the social world.

"When at high mass, confession or in deep mourning the costume, while retaining this same form, is entirely of black material, the mantilla being worn on the head in the Spanish fashion. I cannot conceive of a more attractive sight than that of a young mestiza of very light complexion kneeling thus arrayed on the floor of a great cathedral, her hands devoutly crossed and her lips moving in whispered prayer.

"This form of dress is seldom or never discarded, even by those whose skins are as fair as an Anglo-Saxon's, and whose husbands, fathers or brothers have adopted the European form. Its brilliant and rather elaborate appearance is in contrast to the plain white costumes of the men.

"The women of the peasant and working classes, except when at mass or confession or indulging in the frivolities of a fiesta, are satisfied



NATIVE FILIPINAS

with waist and falda only, their bare brown feet thrust into chinillas, which slap the ground resoundingly as their owners walk along with their swinging strides. These women assume a most peculiar attitude when walking—throwing their heads stiffly back and swinging their arms behind with an extraordinary action—probably resulting from

the custom, handed down through generations, of carrying burdens on their heads.

"A jovial English friend of mine, with whom I often walked after sundown, seldom could resist the temptation, when coming up behind a fruit-woman with a basket poised aloft, to suddenly place the ferrule of his stick firmly upon the flopping end of one of her chinillas. She would dexterously catch her burden in her hands, spin around with a giggle and a fine display of teeth dyed blood-red with the juice of the betelnut, and denounce us for 'locos Ingleses' (crazy Englishmen), but take it as a great joke nevertheless.

"The women of this class smoke cigars and cigarettes everywhere and at all hours, not discouraging the habit among their offspring at the tender age of twelve; but those of education and refinement seldom indulge outside of the seclusion of the house. Occasionally, however, an elderly mestiza senora of the more independent sort may be seen serenely puffing a big cigar as she is driven in an open carriage through the Escolta, which is the main shopping street of Manila.

"Among the so-called 'Chinese mestizas,' who combine native, Spanish and Chinese blood in their veins, are to be found many with remarkably attractive features and graceful figures. The slight narrowing of the eyes and the slanting eyebrows add a piquant expression which is almost fascinating. This quality, however, does not extend to those of the opposite sex, for the 'Chinese mestizoes' are as a rule long-faced, dwarfed and narrow-shouldered. Curiously enough this type is exemplified in the person of our aggressive and unregenerate protege, Senor Don Emilio Aguinaldo.

"Philippine women are inordinately fond of jewelry, but at the same time show excellent taste in the matter of design and display. Those of the wealthy classes often order pieces to be made and sent out by the best Parisian firms at enormous expense; but in the way of its exhibition no criticism could be made except, perhaps, at a baile, or dance, and then the profusion of glitter is sometimes a trifle bewildering, and conducive to monetary estimates.

"The aristocratic Philippine matron and her daughters indulge in no greater bodily exercise, if they can help it, than that required for driving or shopping; but the peasant woman shares her husband's work, whatever it may be, laboring at the plow behind an ungainly carabao



A WEALTHY MESTIZA OF MANILA
The dress is of pina, and cost fifteen hundred dollars

(water-buffalo) in the paddy-field, or helping to pole a huge lorcha, or cocoanut raft, up or down the river, besides attending to her domestic cares. And I take pleasure in saying that, whatever its proprietor's rank or station, the native Philippine nipa hut is invariably a marvel of neatness and cleanliness as to its interior; far superior in this respect to the average Spanish dwelling-house, be it that of a merchant's clerk or that of the Governor-General. So far as the latter are concerned, a decent servant-girl, such as are employed in America and England, would not be content to remain in one two days.



A MILK-VENDER IN MANILA

"Hundreds of girls are employed in the great cigar-factories; and others in the convents labor to weave the far-famed pina lace of the Philippines, several at a time squatting on the floor around a single frame, picking and manipulating with deft fingers the infinitesimally delicate fibers. Sometimes they work for months to complete a single mantilla or handkerchief.

"These native women are rarely employed by the European residents as domestic servants, except in the capacity of lady's-maid or children's nurse, and even these positions are often occupied by boys. They are very unreliable, and the utter absence of the sense of gratitude, so characteristic of the entire Philippine race, renders it an almost hopeless and very exasperating task to attempt to train them as servants. Their only redeeming feature is their sense of absolute personal cleanliness,

but in spite of this many European women prefer to go to the expense and trouble of importing a Chinese ama from Hong-Kong or Canton rather than to intrust her children to the care of a native girl; although when in her own capacity as a mother the Filipina, so far as observation goes, leaves nothing to be desired."

In Manila there are enough strange every-day street scenes to keep



A STREET-CORNER REFRESHMENT-BOOTH, MANILA

the tourist busy for a month, and he will not really see every phase of life there unless he arises early some morning and observes hustling native enterprise and commercialism "getting a move on itself" at the first glimmer of day. Human necessities are much the same in Manila as elsewhere, but methods of supplying them are different. In the cities of the United States dawn is heralded by the clatter of a multitude

of vehicles on the streets; in Manila it is yelling natives everywhere. Instead of the milk-wagon there is a native with two or three large, deep earthen vessels suspended from a yoke across his shoulders. Kerosene-oil is delivered in the same way, the trade being handled mostly by the Chinese. Instead of grocery delivery-wagons a coolie and a wheelbarrow are utilized, and thus the expense of a driver is avoided, for the coolie acts as solicitor, horse, driver and collector all in one; and, furthermore, it is said to be cheaper to keep a coolie than a horse.



AN EXECUTION BY GARROTE IN MANILA

One of the most interesting of the mercantile enterprises of Manila are the cafes, or refreshment-booths, in the poor quarters of the city. They are usually conducted by Chinamen; and while the fare furnished is neither very delectable nor in great variety, there is plenty of it, and one is allowed to eat all he wishes from the entire bill of fare for the sum of five cents; or he may dine a la carte, paying one cent a dish for stewed grasshoppers and the same for a large chunk of soggy bread,

seed-cake or self-assertive cheese. The principal liquid refreshment is chocolate, which is made very thick, and eaten by digging it out of the cup with a piece of bread.

Although the code of morals in the Philippines is very loose, still crime is punishable as in other places. Under Spanish rule the crime must embrace physical injury or financial loss, or it would not be recognized as crime. Violation of the laws of social probity or indi-



CRIMINALS IN THE STOCKS, MANILA

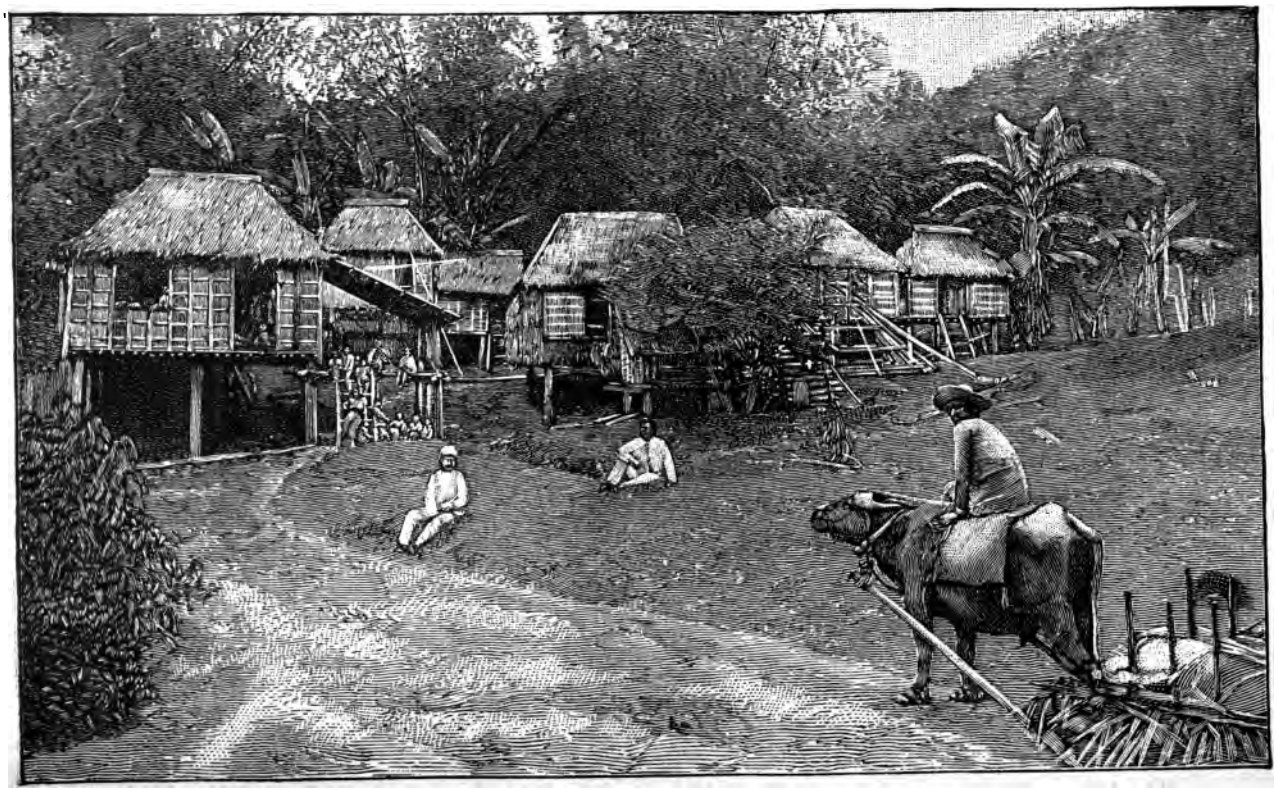
vidual morality were not worthy of notice. The beauty of this was that "scandal" was a word the meaning of which was almost unknown, though scandalous acts were common enough. Theft was punished by terms in prison, or by being placed in the stocks. Murder received capital punishment by the old Spanish method of execution, the garrote. This instrument consists of a brass or iron collar made in two

pieces, the front part opening on a hinge, the back part being fastened to an upright post by means of a large screw, with handles similar to an auger, working through the post. At a convenient distance below the collar a board seat is fastened to the post, on which the prisoner sits. On reaching the place of execution the victim is placed in position, his shoulders covered with a cloak, his body is fastened to the post by means of ropes passing around the waist, and the metal collar is closed and fastened around his neck. This is followed by Catholic rites, performed by priests, after which the chief prison official gives the signal for the execution. The screw-handle is given a sudden turn half around by the executioner, forcing the point into the spine at its juncture with the brain, snapping the spinal cord, and causing instantaneous death.

The second city in size and importance in the Philippines is Iloilo, about three hundred miles by steamer south of Manila. It is the capital of a province of the same name and of the island of Panay. There is good steamship service between Manila and Iloilo, the trip being made in thirty-six hours and accommodations on the boats being very good. This part of the archipelago is quite densely populated, the city and province of Iloilo having over five hundred thousand people.

Iloilo is the principal port of the sugar trade of the islands, and also does a large export business in hemp, timber, coffee, tobacco and mother-of-pearl. Of sugar over three hundred million pounds are exported annually. However, not all of the sugar exported from the city is raised on Panay, much of it being brought in small craft from the rich plantations on Negros and other islands near by. The sugar industry has not increased in late years, owing to the competition of beet-sugar; but the quantity and quality of tobacco are both on the increase. The tobacco is mostly sent to Manila, where it is judiciously mixed with the superior Luzon leaf and made into cheap cigars. The cultivation of rice has within recent years been introduced and developed by enterprising Chinamen, and has proved a success, notwithstanding the primitive methods employed.

Under the rule of Spain it is the same old story of a country rich in nature's gifts being retarded in development by misgovernment. Like other places subject to Spanish domination enormous taxes and imports are levied on merchants—chiefly mestizoes and Chinamen—and planters, to enrich the officials of church and state.



NATIVE VILLAGE ON GUIMARAS ISLAND, ACROSS THE STRAIT FROM ILOILO

In appearance Iloilo is very unprepossessing, and were it not for its background and surroundings of magnificent natural scenery the place would be decidedly uninviting to the tourist. The streets are entirely unpaved, and during the dry season are covered with dust ankle-deep, which the wet season quickly changes, the mud being about a foot deep. There is a small public square, profusely overgrown with weeds and flowers, and the streets are of good width and regularly laid out. There is a great, barn-like church on the square, and a court-house which looks small and dirty by comparison. A stranger visiting in the city would find poor hotel accommodations, there being but one, and that poorly conducted. Restaurants (or cafes), too, are few and of a very low order. But some of the other buildings on the square are among the best in the entire archipelago; they are built of stone and brick and have corrugated iron roofs fastened to the masonry by iron rods. Taking into consideration the disadvantages of location, and the fact that the city has been built upon an ancient marsh, it is quite a healthful place. The harbor is well protected, making it an excellent haven for ships during the fierce tropical storms. While the island of Panay, which lies near Luzon, is often visited by typhoons, earthquakes are almost unknown.

Cebu, on the island of the same name, is the third city of the Philippines, and is a close rival of Iloilo in size and commercial importance. It is the greatest hemp port in the islands, shipping not only the product of Cebu, but that of Leyte, Mindanao, Camiguin and Bohol. Its export of sugar is also considerable, amounting to about twenty thousand tons annually. The population of the island is about six hundred thousand, and at one time the city of Cebu was the seat of government of the archipelago, and was an exceedingly lively place, socially and politically. This is all changed now, and the only activity is that of commerce. The city is situated upon an arm of the sea, making an excellent harbor and a safe anchorage. It is a well-constructed city, most of the buildings being above the ordinary, and the streets wide and pleasant. The old government buildings are now fallen into decay, the iniquitous old convent is little more than a relic, although still in use, and the whole mass is covered with ivy and moss. Out in the harbor of Cebu is the historic little island of Mactan, where Magellan, the famous navigator who, in March, 1521, discovered the islands, met his death in a skirmish.

After the discovery of Cebu Magellan made a treaty with the king of that island, and he in turn swore allegiance to the king of Spain. The alliance was both offensive and defensive, and as the king of Cebu was then at war with some of his neighbors, Magellan espoused his cause and gave him the support of the Spanish arms and men. It was in this cause that a few months later Magellan was wounded and soon died.

In Cebu is the only known colony of Chinese Catholics. They embraced that religion through the influence of one of their number, a wealthy merchant named Wong, of whom the following story is told: One night when Wong was counting his money he heard a noise behind him, and turning about saw five brawny robbers. Each one had a murderous-looking kris in his hand, and they had smeared their foreheads with blood, signifying that they would neither ask nor give quarter. Wong was entirely unarmed, and at the mercy of the murderers, when suddenly the good St. Nicholas appeared and told him he would save him provided he would quit worshiping Confucius and become a decent Catholic. Wong, having a sound business head, immediately accepted the proposition, whereupon St. Nicholas waved his hands, the five robbers fell in a swoon, and the shrewd Wong promptly secured one of their krises and cut all their throats. Wong kept his word, became a Catholic, built a church to St. Nicholas, and persuaded many of his associates to also embrace that faith. However, an astute Spanish critic has remarked that, inasmuch as Wong never produced the bodies of the robbers, and as Catholics are the only ones having real liberty in the islands, that fact may have had something to do with Wong's change of heart. Nevertheless the church to St. Nicholas is a very handsome structure.

While the Philippines had for three hundred years been under Spanish sovereignty, there are even yet savage tribes in the interior of many of the islands who know nothing about Spain or her authority. The large island of Mindanao has never been subdued, although Spain has sacrificed thousands of her soldiers in the attempt. A favorite way of fighting the Moros was to make up an expedition of criminals from the prisons, arm them thoroughly, and land them in a savage part of the island. Spain is thus relieved of the expense of taking care of the prisoners, and some of the savages are also quite sure to be attended to. There are a few villages along the coast of this island which are strongly

fortified, but nevertheless the Moros make raids and kill many people, besides destroying and carrying away a great deal of property.

Whatever may be said of the Chinaman's unprogressiveness, it is nevertheless true that whenever he has chosen to make his abode in a land inhabited by a less intelligent and an unprogressive people he has endeavored to inculcate in that people the habit of industry. Chinese influence is very strong in the Philippines, and to the Chinaman is largely due the industrial progress that has been made by the natives; and notwithstanding the burdensome taxes that always were imposed on everything they produced, the natives have become quite industrious. Chief among their products are cloths of different kinds and weaves and shell-work in various forms. They had also acquired some ability in the manufacture of hemp products—chiefly the making of rope, in which they are quite adept—years previous to Spanish conquest of the islands.



A FAMILY OF NEGRITOS

As has been stated, the fertility of the soil almost surpasses belief, flowers and fruits being produced in greatest abundance and of the

finest quality. Of the latter the mango is most important of the native products. The banana here grows to its greatest perfection, there being nearly sixty distinct varieties. There are different varieties of papaws, oranges, pomelos, lemons, limes, citron, figs, guavas, pineapples, cocoanuts, tamarinds, grapes, breadfruit, etc., besides a variety of fruits peculiar to the islands.

It may also bear repetition to say that the forest wealth of the Philippines will surpass that of any country of like area, there being a practically inexhaustless supply of fine woods; yet this immense forest wealth has yielded very little income in the past. Now, however, there is every reason to believe that under the changed conditions which will result from the relinquishment of control of the Spanish, and the establishment of a good government such as the United States will give to the archipelago, the timber industry will become one of first importance.



CHINESE ENGAGED IN THE OIL TRADE IN THE PHILIPPINES

While it has been plainly evident for centuries that the Philippines are rich in minerals, yet the Spanish government persistently refused to develop them; and not only would not do it, but prohibited any one else from so doing. Gold has been found on all the larger islands, and

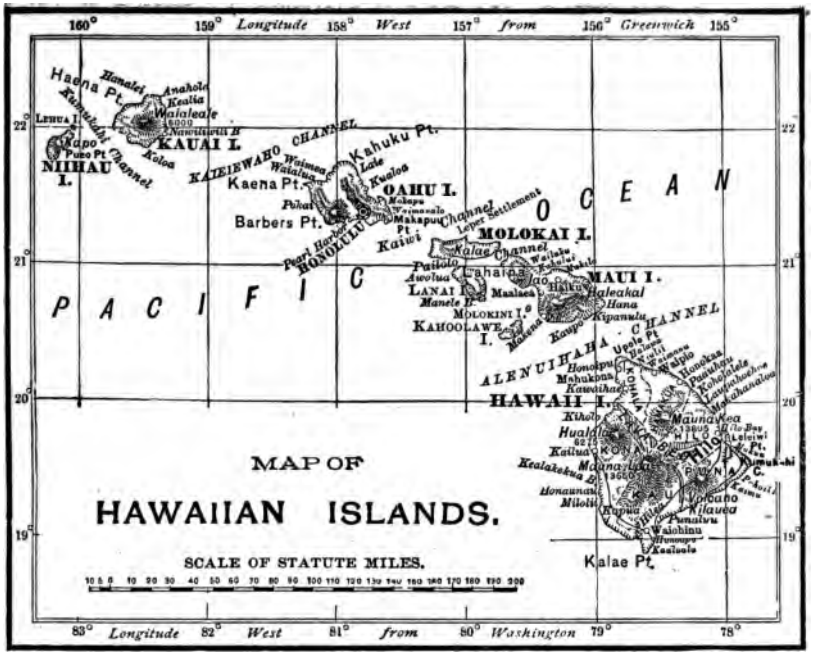
considerable of the precious metal has been secretly mined. Silver has also been found, though not to the same extent as gold. Iron of an excellent quality was successfully mined for a time until the mines were closed by the government. The real reason for the closing will probably never appear, as the ore is very rich, about eighty-five per cent pure metal, and the income from the mines must have been considerable. As much as one hundred years ago iron-mines in the Philippines were worked with great success, and the ostensible government reason for closing them at that time was that the Chinese workmen were not Christians. Perhaps a deeper reason laid in the fact that the government already owed the proprietor large sums for iron, and saw a chance to avoid payment in this way, as payment was refused on the ground that the church, for all practical purposes the same as the government, had been insulted by the employment of pagans. It is not stated whether the government had gotten all the iron it needed before closing the mines, but it is to be supposed that such was the case. Although coal is imported in large quantities, at great expense, it is evident that with proper development the islands would more than supply the local demand. So far no true coal has been found, but very extensive beds of lignite are numerous. This would serve for all local purposes and makes a fairly satisfactory fuel for steamers. Imported coal is worth from ten to twelve dollars a ton upward, while under proper conditions lignite could be furnished for one dollar and fifty cents a ton. Besides these minerals quicksilver, tin, platinum and copper, also sulphur, arsenic, petroleum, lignite, plumbago, borax, and granite, marble and other stones are found.

Nature has been particularly lavish in the Philippines, with their rich agricultural, mineral and timber lands. So far man has done but little to improve what nature has provided. The most wasteful and primitive methods of utilizing natural advantages realize but a small return compared with what may naturally be expected. Under the oppressive government of the church and of Spain something was accomplished, but merely enough to demonstrate the latent possibilities of the islands.

Beneath it all has been in the Philippines, as the world over, the much-vexed labor problem. The merchant, who buys for export, and the capitalist or money-lender, who advances money to carry the planter,

being on good terms with church and government, have by keeping down prices and by oxorbitant interest charges oppressed the planter. He in turn has ground down the laborer until his condition has been unbearable. In the midst of unlimited natural riches he has been the poorest of the poor. What will be done for the amelioration of his condition remains to the future. One thing is certain, the possibilities for improvement are practically unlimited. Under proper conditions the islands are capable of wonderful development in all branches of industry, and would comfortably support a population six times as large as at present. The natives have proven beyond a doubt their susceptibility to civilization and progress, and could be raised to a much higher plane in a few years. With the islands freed from the retarding, even retrograding, misgovernment of Spain, and the establishment of a kindly and progressive form of government and civilizing influences, they will become one of the world's great centers of wealth.





CHAPTER XI.

THE EMPIRE—CONCLUDED

ANOTHER question growing out of Admiral Dewey's possession of Manila and the necessity of infantry reinforcements was that of the status of the island republic of Hawaii. A stopping-place was absolutely necessary for our transports on the long journey from San Francisco to Manila. Honolulu was practically the only available point, and there was no doubt about the willingness of the authorities of the republic to grant all the privilege they could in accord with the law of nations. Already an applicant for admission to the United States, when the little republic gave aid and comfort to the enemies of Spain she became our ally, and thus practically decided for herself the long-discussed question of annexation. To complete the details was a matter of but a short time, and thus through the exigencies of the occasion Hawaii became a part of us.

The Hawaiian (or Sandwich) islands are among the smallest but by no means least important or least interesting of our recent acquisitions. Situated in the midst of the Pacific ocean, in the direct path of numerous steamship routes, the excellence of their location from a commercial or strategical point of view is quite obvious, while their own natural advantages in fertile soil, a healthful climate and diversity of products make them an unsurpassed mine of wealth to the possessors.



COOK'S MONUMENT, ISLAND OF HAWAII

The group was discovered in 1778, by Captain James Cook, an Englishman, who, in a subsequent voyage, was killed by the natives. His memory is preserved by a white concrete monument, erected by some of his fellow-countrymen in 1874 on the spot where his death occurred, as nearly as could be ascertained.

Each island originally was independent, being governed by its own chief; but in 1782 King Kamehameha I., of the island of Hawaii, became the Napoleon of the Pacific, and made war on all the other islands, one at a time, finally conquering them all and bringing the whole group under one government or kingdom. The last island to be conquered was Oahu, its king making his last desperate stand and attempt at repelling the invaders on the site of the present city of Honolulu. The invading army, flushed with

victory and outnumbering their opponents, literally cut them to pieces, finally chasing them up the valley of Nuuanu and over the fearful precipice at the pass of the Pali, hundreds of them being dashed to death on the rocks five hundred feet below, where their bones may yet be found, charitably concealed by the vegetation, by those curious enough to search for them.



DOWAGER QUEEN EMMA

King Kamehameha was enabled to accomplish his victories and conquests by the assistance and advice of two white men, Young and Davis, whom he had captured, together with some muskets and cannon, from an American schooner. The two men were spared from death because they were expert in the use of firearms. Young especially was a man of no mean ability, and was eventually made governor of the island of Hawaii, the largest in the group, and the king sought his advice on all matters of importance. He was also presented by the king with several wives, and there are many people in the islands to-day who proudly trace their lineage to him.



A Group of Kalakaua's Hula-girls Enjoying a Picnic on the Beach

In 1812 the Hawaiian flag was designed and floated to the breeze for the first time. The story connected with the occurrence is interesting. At that time the islands were frequently visited by trading-vessels, notably English and American, a considerable trade being carried on with the natives, and King Kamehameha was at peace with all the world, especially courting the favor of the two countries mentioned. But war was on between the United States and Great Britain, and when an American privateer anchored in the harbor and her captain came ashore and saw the British flag flying over the king's palace, he went to him and said:

"You profess to be friendly to the United States, yet I see the flag of our enemy floating over your palace."

The king, not caring a fig whose flag floated over him, and perfectly willing to oblige his American friends, hauled down the English flag and ran up the Stars and Stripes. Two days after the departure of the American vessel an English man-of-war anchored in the harbor. Her captain came ashore, and said to the king:

"The American flag is floating over your palace in spite of your protestations of friendship to us. What am I to conclude? Why should I not bombard the American flag wherever I find it floating?"

The king, in perplexity and alarm, sent for his two able advisers, Young and Davis, and asked how it would do to float both flags at once. Young immediately decided that hostile flags could not fly from the same mast, but suggested that the American stripes and the red, white and blue be used, and that the English bars be used in the corner instead of the American stars. They would thus have a flag of their own, and no one could dictate to them about the use of it. The suggestion met the approval of the king immediately, he being mightily pleased to have a flag of his own; and so the next day the Hawaiian flag for the first time was unfurled to the breeze, and King Kamehameha lost no friends, either English or American.

In 1815 Young advised the building of a fort at Honolulu, commanding the harbor. He was given authority by the king to construct it after his own ideas, and in January, 1816, he began its construction, and finished it the same year. The fort was built of solid rock, with walls twenty feet thick and twelve feet high, three hundred and fifty feet square, with embrasures for cannon, about forty of which were mounted.

It was a good fortification, and in 1820 the king moved his seat of government to Honolulu, which has ever since been the capital. It was in 1820, also, that the first American missionaries, Mr. and Mrs. Thurston, settled on the island and began their work of Christianizing and educating the savages and weaning them from their idol-worships and superstitions. They were given permission to stay one year, but at the end of that time they had made such progress in their work, and had so endeared themselves to the natives, that they were given liberty to stay as long as they chose.

With the advent of civilization on the islands the government was changed from an absolute to a constitutional monarchy, and after Kamehameha I. increasingly liberal constitutions were granted by succeeding kings and the government became quite equitable. Kalakaua I. was the last king of the islands, and he died in San Francisco, January 20, 1891, while making a visit to this country. His body was taken to Honolulu for burial, and lay in state in the throne-room of the palace for several days previous to interment. Kalakaua was not of the royal line of kings, that line having ended with Kamehameha V., who was succeeded by Lunalilo. Lunalilo was elected by the legislature, and died after a reign of only one year. At the time of his election Kalakaua was also an aspirant to the throne, and felt his defeat very keenly. After Lunalilo's death Kalakaua again strove for kingship, and came very near suffering defeat at the hands of a woman—Dowager Queen Emma, widow of Kamehameha V. She was one of the most estimable of the royal family, and was, moreover, a very beautiful and accomplished woman. She had much English blood in her veins, was educated in



HONOLULU HOTEL

England and the United States, and was very highly cultured, amiable and beloved by the nation. But sentiment seemed to declare that a woman could not fill the throne occupied for many generations by the wise Kamehamehas, and so the people elected Kalakaua in haste, repenting at leisure. Kalakaua was not a model monarch; he was a "sport," and was always surrounded and influenced by the sporting people. He kept a large bevy of hula-dancers (who performed before him in a nude condition), and was a patron of vice in various forms. Citizens' committees were kept constantly busy preventing him from signing bills detrimental to the welfare of the nation and its citizens. Especially was it necessary for great pressure to be brought to bear before he could be persuaded not to sign the bill granting a franchise to the Louisiana Lottery Company. He was a "merry monarch," but a very inefficient and unsatisfactory one, and the troubled little nation heaved a sigh of relief when death in a foreign land finally relieved them of his pernicious rule.



QUEEN LILIUOKALANI

Upon the death of Kalakaua his sister, Lydia Liliuokalani Dominis, who was the wife of Mr. John O. Dominis, an Englishman, ascended the throne. She had been educated by American missionaries, and it was thought that friends of morality, justice and good government would certainly have a friend in her; but she soon undeceived them. At the time it was said that she was under English influence, which was then very hostile to American interests in the islands. However that may be, the least that can be said against her is that she was vacillating, hysterical and filled with unreasoning prejudice against the missionaries and all moral agencies. She possessed her brother's ideas of government, and in addition she had a large fund of will-power and stubbornness of her own. The citizens' committees could do nothing with her. Kalakaua's pet idea had always been a return to an unlimited monarchy. He had never succeeded in getting it, but his sister boldly announced that a new constitution to that end would soon be promulgated. Soon after the vindictive outbursts and excitement caused by this announcement the queen aroused the anger of the people still further by signing bills permitting the opium trade and giving the Louisiana Lottery Company (which had just been driven out of the United States) right to operate in Hawaii. Later on (in 1893) when she attempted to fulfill her promise and force her cabinet to sign a new constitution giving her absolute authority and power, the rage and terror of the people knew no bounds. They rose in rebellion, dethroned the queen, and established a provisional government under the supervision of a Committee of Public Safety—"until terms of annexation to the United States of America should be agreed upon." An annexation commission was sent to the United States to urge the matter upon the attention of Congress and the President. More or less sentiment in favor of the idea was quickly established in this country, and Benjamin Harrison, then President of the United States, was openly in favor of it. He drew up a treaty of annexation and sent it to the Senate, February 15, 1893, but before it could be disposed of his term of office expired, and his successor in office, Grover Cleveland, withdrew the measure from senatorial consideration immediately upon his succession to office. President Cleveland also, seven days after his inauguration, sent a special representative, Colonel James H. Blount, of Georgia, to investigate matters on the island; and he, having decided that Liliuokalani had been unjustly

deposed, made overtures tendering the good offices of the administration in restoring her to power. But when Mr. Blount ascertained, and informed the President, that the ex-queen would not forego her intention of cutting off the heads and confiscating the property of all who had assisted in dethroning her (many of whom were Americans) as soon as she was restored to power, the generous project had to be abandoned.

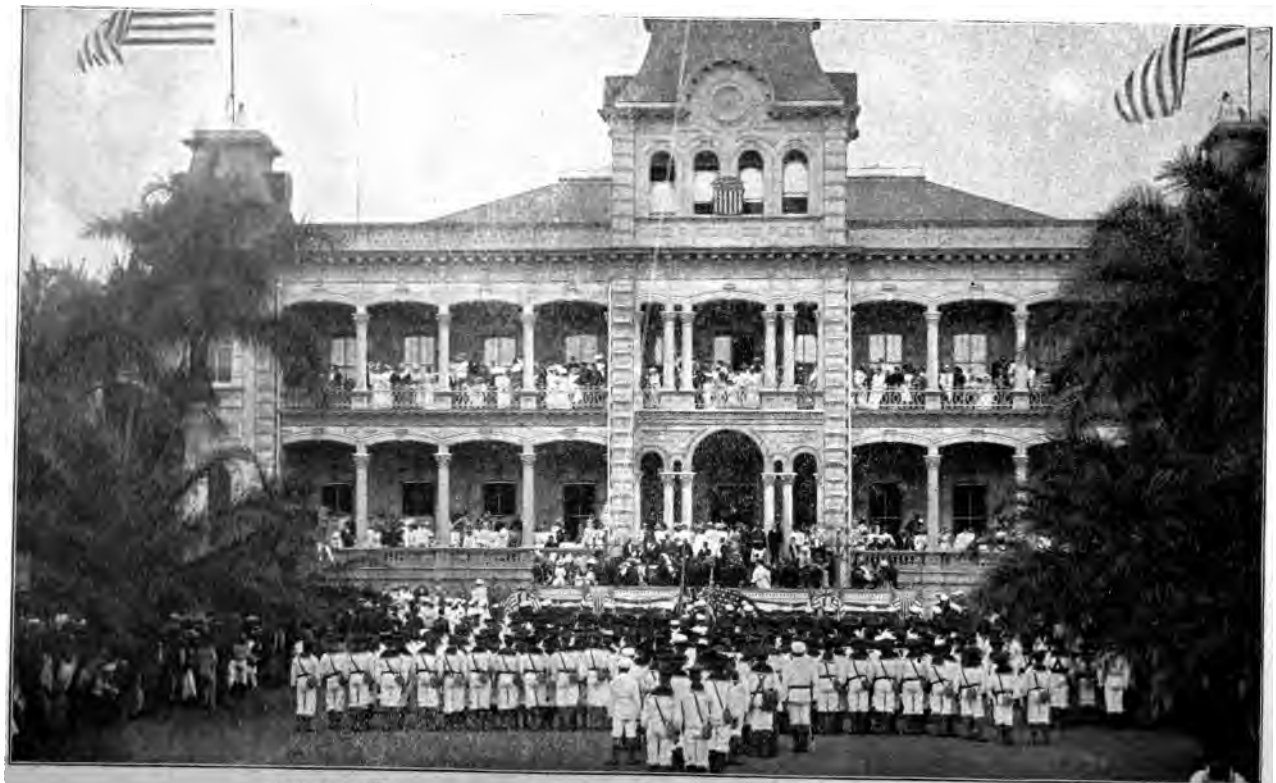
The ex-queen was afterward arrested for complicity in a plot to overthrow the government and blow up the government buildings, but her friends eventually secured her release from custody. Others implicated in the plot were not so lucky, and were surprised to find that a government formed on such short notice had the power to quell insurrections and imprison the participants.



ENTRANCE TO PRESIDENT DOLE'S RESIDENCE, HONOLULU

Seeing that there was no hope of immediate annexation, on June 4, 1894, a republic was formed in the islands, with Sanford B. Dole, the son of an American missionary, as its president. He was chosen for a term of six years.

While sentiment in the islands has been strongly in favor of annexation for years, there has always been opposition in the United States, and it was not until the late war with Spain made their importance as a base of operations in the Pacific so evident that congressional opposition was overcome. Although a treaty of annexation submitted to the



ANNEXATION CEREMONIES AT THE CAPITOL BUILDING, HONOLULU, AUGUST 12, 1898
United States Marines in the Foreground

Senate by President McKinley in June, 1897, failed of ratification, the same body a year later adopted a joint resolution of annexation, which was signed by the President July 7, 1898. On August 12, 1898, the United States flag replaced the Hawaiian over the government buildings in Honolulu, and the government officers took the oath of allegiance to the United States. The present officials will continue to administer the existing laws until a form of government has been decided upon by our Congress. President McKinley appointed a commission of five



CAMP MCKINLEY, ISLAND OF OAHU—HONOLULU AND HARBOR IN THE DISTANCE
Camp McKinley in the Foreground Among the Trees

to investigate the conditions on the islands and recommend to Congress such legislation as they deem advisable concerning their future government. Thus, though still under their own laws, the islands are now a possession of the United States, and soldiers and war-vessels are regularly stationed there.

One of the facts most worthy of consideration in this connection is that the people of the islands have satisfied their own greatest desire

in agitating and advocating the question of annexation until they have finally been rewarded by the fact. It was not necessary to overcome opposition in the islands—there was none; but the Congress of the United States was less quick to see the advantages to be attained and act accordingly. However, now that the turmoil is over, it is pleasing to know that of our new territories—direct or indirect fruits of our late controversy with Spain—at least one of them does not need to be completely overturned, renovated, fumigated and perhaps chastised—in fact, turned squarely around and started in the direction of a new destiny, with new constitutional and economic principles—in order that



CAMP OTIS, ON THE FAIR-GROUNDS, HONOLULU—DIAMOND HEAD IN THE DISTANCE

it may some time work out a prosperity and social development that shall be compatible with twentieth-century Americanism. The Hawaiian islands are already American, and are as ready to be governed as any state or territory of the Union proper, making the work of the Hawaiian Commission comparatively easy.

The Hawaiian islands are in exactly the same latitude as Cuba, but their climate is more equable and pleasant. The seasons do not run to such extremes as in Cuba, the wet season being less marked and a moderate rainfall occurring throughout the year. In fact, the climate

is the most delightful in the world—a perpetual, balmy summer-time, resplendent in tropical sunshine and cooled by ocean breezes from all sides. This delightful climate, together with the unrivaled scenery, the unlimited fertility of the soil, the luxuriant and varied vegetation, and the fact that there are no poisonous reptiles or insects and only one or two poisonous plants, renders this enchanting Eden fitly named in its sobriquet of "Paradise of the Pacific."

Many erroneous notions exist regarding the distance of the islands from this country, the prevailing idea being that they are located in the corner of the earth most remote from our shores. While it is true that the islands lie some distance from San Francisco—a trifle more than two



HANAPEPE VALLEY, ISLAND OF KAUAI

thousand miles—yet they are twice as far from any other continent. They lie about one third of the distance across the Pacific ocean from this country to Asia. Routes to the East Indies necessarily pass by their very doors. They are in a direct line from this country to the Philippines, marking about one third of the distance. From San Francisco to Honolulu is about the same distance as from San Francisco to Pittsburg, or Key West, or Havana in Cuba, while the Klondike region and South America are both considerably farther away. Thus, from a geographical standpoint, it is but natural that the islands should have

been absorbed by the United States, and the world had for some years previous to its annexation looked upon it as a settled fact.

There are fifteen islands in the group, the eight inhabited ones having an area of 6,740 square miles—about one sixth that of Ohio. The population is very much mixed, there being Chinese, Japanese, Portuguese and many other nationalities represented, besides American, English and native Hawaiians. A remarkable fact is that the population of native Hawaiians has decreased from 200,000 in 1778 to 31,019 in 1897, at which time the population of the islands was only 109,020.

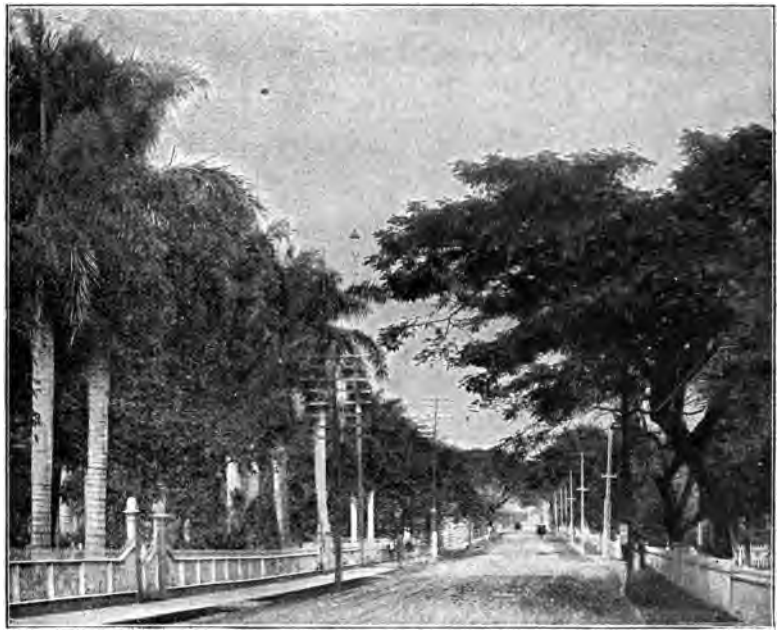
The present race of native Hawaiians—more commonly called Kanakas—occupy a unique position among the other races on the



A JAPANESE COUNTRY HOME, HAWAIIAN ISLANDS

islands, and are by far the most interesting. They are a simple, kind-hearted race, entirely different from the American Indian, possessing none of his revengeful spirit or treachery. The friendship of a Kanaka may be relied upon once it is gained, and the gaining of it is the easiest thing in the world. He is of a social disposition, and his genial smile and honest face create friends wherever he goes. He finds his avocation in every sphere of life in the islands, and is met constantly. He is a painter, a carpenter, a machinist, a blacksmith, an engineer, an editor, a cow-boy, a clerk, a bookkeeper, a teamster, a planter, a teacher, a preacher—in fact, he is everywhere you go, and will be found

occupying most of the clerical positions in the government offices. He is, however, a failure at the head of a business, not seeming to have the foresight, judgment and executive ability necessary. But as a clerk or assistant he is faithful, industrious and may be implicitly trusted, while as an inter-island sailor he is indispensable. He assimilates knowledge very readily, and is capable of being transformed from a prancing pagan into a creditable member of society



NUUANU AVENUE, HONOLULU

in a remarkably short time. Many of the best professional men of Hawaii are Kanakas. No other race in the short space of one hundred years ever has or can show such remarkable progress in civilization as the Hawaiians. The change is due to the American missionaries, and yet there are agnostics in the islands to-day who declare that the natives are worse off than they were before they were civilized.

It is related of King Kamehameha V. that he was one day talking to one of these opposers of morality, when the latter asked if things were

not in a worse condition generally than they were before the missionaries came. The king answered:

"Why, sir, you have done three things since you came into my presence which, but for the missionaries, would have cost you your life."

"What are they?" asked the agnostic, in astonishment.

"First, you walked into my presence instead of crawling on your hands and knees. You next crossed my shadow, and then you sat down in my presence, any one of which offenses would have once resulted in your immediate decapitation."

Needless to say no more criticisms were offered. The missionaries



INNER HARBOR OF HONOLULU, SHOWING SHIPPING FACILITIES

did not stop at saving souls. They brought influences to bear which secured to the natives freedom from oppression and the right to exercise personal liberty in the pursuit of happiness.

Honolulu, the capital and chief commercial city, is situated on the southern coast of the island of Oahu, on an excellent harbor. The city has a population of about thirty thousand, and its suburbs extend for some distance up Nuuanu valley. Honolulu is very much American. A stranger visiting the city can easily imagine that he is still in the United States, as all the local features of a thriving American city are in evidence. The English language prevails, and American manners

and customs take precedence over all others. The city has electric-lights and a good system of waterworks, together with a well-equipped fire department. The telephone system is the most complete in the world, nearly every house in the town having "connection;" and this is true throughout the islands. In Honolulu no one thinks of going from one room to another to consult a clock; they will call up "central" and ask the time of day. The street-car service is quite good, there being, besides the service within the city, an inter-urban line connecting the



VIEW OF CENTRAL PART OF HONOLULU

city with Waykiki, a famous bathing beach—the Long Branch or Saratoga of Hawaii—which is four miles up the coast from Honolulu. A railroad around the island is also being built, a great part of which is already completed.

Throughout the islands are stage-routes, carrying mail and passengers, very similar to the ones used on the western frontiers of the United States before the railroads were built. The drivers of these stage-coaches usually combine the duties of stage-driver, postmaster and route-manager, and also cheerfully assume the role of guide-book and informa-

tion-bureau for the enlightenment and satisfaction of curious passengers and tourists. Most of the houses along the stage-routes have boxes on a post in front for the reception of mail matter, but where there is no box the driver tosses the mail down onto the ground, giving notice thereof by a blast on his bugle, and drives on. In case any one is met on the road who is expecting mail by that stage, the bags are opened, and if there is anything for them they receive it then and there. This constitutes the Hawaiian system of free mail delivery.

Newspapers are printed in Honolulu in the English, Hawaiian, Portuguese, Japanese and Chinese languages; steamships from San Fran-



BRIDGE OVER WAIAKEA RIVER—NATIVE CANOE IN FOREGROUND

cisco are frequent, and, in spite of their distance from the continent, the islands are kept in close touch with the rest of the world. American "push" and ingenuity have brought all this about, and wherever enterprise, capital, executive ability, thrift and directing energy are in evidence, there is found the American. He it is who has brought the islands to commercial importance and made Honolulu a modern city instead of merely a tropical trading-point.

Affairs of the United States, domestic and foreign, are watched with as much interest in Honolulu as in New York. As an instance of the intense American spirit of the people, for several years the presidential elections of the United States have been held, "just for fun," in the islands on the same day as in this country. In 1896 President McKinley received a majority of several thousand votes over Mr. Bryan.

The first object which attracts the attention of a traveler landing at Honolulu is the Royal Palace—now the executive building. This handsome structure is built on an elevation back some distance from the water-front, yet not in the midst of the city. Its commanding height and imposing architecture arrest the eye at once. It is located in the midst of beautiful grounds, surrounded by carefully trimmed trees and artistically arranged shrubbery.

School and church facilities in Honolulu are thoroughly up to the standard of American cities of the same size. Princess Ruth's palace, a very large and beautiful mansion, not unlike the executive building in appearance, is now utilized as the Honolulu high school, and all the other school-buildings are commodious and handsome. Handsome churches are numerous, and many of them are very large and imposing—highly ornate within and appropriately so without, and surrounded with horticultural effects which would be wonderful if produced by another soil and climate. The Catholics first came to the islands in 1827, but as the American missionaries were already there, the stout old king refused to permit them to land, declaring that one religion was as much as his people could take care of. However, Catholicism has since been established, and the people of that faith have built one of the most handsome edifices in Honolulu. It is said that the Catholics and Protestants dwell together in greater harmony in Honolulu than they do anywhere else in the world, even the clergy fraternizing to a considerable extent.



NATIVE CHRISTIAN CHURCH, HONOLULU

Among other buildings of modern architecture may be mentioned the Bishop Archæological Museum (containing a very complete collection of archæological specimens pertaining to the islands), Music Hall, Masonic Temple, Home for the Indigent, Honolulu Hotel, and many others. But it is in the residence portions of the city that the beauties resulting from the judicious combination of handsome architecture and luxuriant vegetation are most strikingly noticeable; and here, again, Americanism is evident. The houses are set well back from the street, and are reached by trim walks flanked with a wealth of trees, shrubbery and flowers, exhibiting a harmony and variety of color which compels admiration, being, perhaps, unequaled anywhere else in the world. The houses themselves are usually neither grand nor imposing, though always neat and pretty and generally of good size. But it is the natural beauty with which they are usually surrounded that attracts, while the seemingly unlimited variety constantly brings fresh surprises to one unaccustomed to vegetation so profuse and prolific. Rubber-trees, banyans, bamboos, litchees, papaias, avocados, mangoes, gaudy baugainvillæas, prolific plumeriæ, night-blooming cereus, gay crotons, magnolias, oleanders, and numberless others, all growing in harmonious profusion in one dooryard, with the great Royal Palm towering over all, is no uncommon spectacle, while oranges, bananas, dates and figs grow rank and luscious everywhere. Great pride is taken in these lawns and dooryards, and as no time has to be spent in inducing plants to grow, all the more time is given to harmonious arrangement and the securing of artistic effects. Among other fruits, apples have been introduced, and the Hawaiian soil and climate have evolved a variety unknown and not to be produced in any other part of the world. The



PRINCESS RUTH'S PALACE—NOW HONOLULU HIGH SCHOOL

skin is very thin and the fruit is mellow and very juicy, with a most delicious flavor. They cannot be exported, however, for the fruit decays within four days after ripening.

Honolulu is a city of elegant comfort, bustling enterprise and generous hospitality. The native Hawaiians are naturally kind-hearted and mild in disposition, and strangers are always heartily welcomed and entertained throughout the islands. There is no place where persons or property are safer from molestation or danger of any sort, as thievery and other crimes are seldom perpetrated. Begging is entirely unknown.



LOOKING UP NUUANU STREET, HONOLULU

Most of the natives throughout the islands live in frame houses, but a few of the original grass huts are still to be seen. The huts and the art of making them are preserved more as a curiosity than for purposes of utility. Some of them are quite picturesque, and by using grasses of various colors the natives sometimes construct huts which have a really artistic appearance.

Some of the native characteristics in dress (in modified forms) are in common use, notable among which is the divided skirt for the use of equestriennes. It is a very sensible and becoming garment, is used almost exclusively on the islands, and is a mode of dress reform which

might be adopted by the women of the United States without loss of dignity or grace. The late eminent American lady journalist Kate Field, who died in Honolulu, became quite favorably impressed with this costume during the time she passed on the islands, and adopted it to the exclusion of the conventional riding-skirt. Horseback-riding is much indulged in, and large cavalcades of women in these costumes are frequently met taking their daily ride. Bright-colored fancy cloths are usually used in making the garment, and the more elaborate and expensive ones are made very wide—or perhaps "full" is the proper word; they stream out behind when the horse is going rapidly, so that a side view displays nothing but the head and shoulders of the animal, the remainder being completely hidden under the undulating, fluttering folds of the voluminous costume.



CATHOLIC CHURCH, HONOLULU

A white linen suit and broad Panama hat is the usual dress of the gentlemen, but all kinds of cool clothes are worn. If one is a native, is poor and does not intend to appear on the street, one may then even find that a breech-clout is a sufficiency of clothing.

Commerce and social intercourse between the islands are very extensive. Several local steamship companies have complete lines of boats which run continuously on schedule time between the islands, with regular stopping-places. Besides these, many of the wealthier residents have handsome yachts or launches, and there are excursions along the coast continually, to say nothing of the native boats, which swarm everywhere. Thus the straits between the islands are constantly alive with craft of various kinds.

This inter-island traffic is one of the most fascinating phases of life in the islands, rendered so, doubtless, by the constant danger to those engaged in it. Here the Kanaka proves his worth. The sea is his great text-book, his one theme of ecstasy, his field of manly sport, his grave. Prior to civilization it was his god, and it has done more to develop his latent energies, bravery, hardihood, skill and endurance than any other element or influence he has ever encountered. In the sea the Kanaka is in his element, and the dangerous inter-island navigation and commerce is accomplished by him under difficulties that would disconcert most seamen to the point of abandoning the project. Some of the landings are particularly dangerous. At one place on the island of Hawaii a village is built on the top of a cliff, and passengers are hoisted with a huge crane to which a chair is attached, and swung two hundred feet in the air to the top of the cliff. Departing travelers are lowered by the same means to the boat.



HAWAIIAN RIDING-COSTUME FOR WOMEN

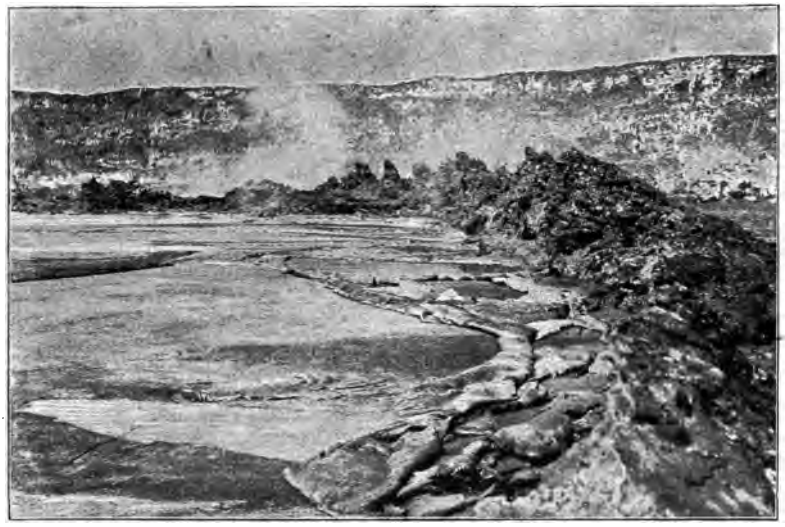
All native Hawaiians are nearly amphibious, and in their small canoes, with light outrigger to preserve their equilibrium, will brave a sea that would swamp many a stancher craft in the hands of less skilful seamen. Often when a wreck occurs on the coast and the sea runs so high that a life-boat cannot be gotten off, the natives will swim out to it, and if any of the ship's boats are still sound, they will almost certainly bring some of the crew safely to shore through a sea which no white seaman would attempt to brave. Surf-riding was formerly the chief sport of the natives, but has fallen somewhat into neglect. The feat is performed on a carefully prepared slab of wood, rounded on one end, and consists in gaining and retaining such a position on one of the immense waves rolling in to shore as to be carried with fearful velocity



NATIVE BOATMEN, NEAR DIAMOND HEAD

toward the beach. The more skilful of the surf-riders are still frequently seen standing erect, with arms folded, on their little planks, while rushing with terrific speed on the crest of some monster wave, which finally breaks with a roar and sends its burden scooting over the smooth water toward the sands of the beach. Promiscuous bathing is indulged in by all ages and sexes, and although sharks are numerous, the natives are seldom caught. They know when a shark is in the harbor, and act accordingly. But even should they be surprised by the unexpected approach of one of the monsters, they are by no means apt to perish. They will float calmly on the surface and gaze down into the clear water at his sharkship, watching his every move. At

the moment he rushes and turns on his side to grasp his prey the Kanaka dives, and the great jaws come together with nothing between them. This is repeated until help comes. Usually, when a shark is known to be present, the native goes into the water armed with a piece of iron about sixteen inches long and sharpened at both ends. If the shark appears, he will not only be cheated of his prey, but in all probability will be seriously wounded, and perhaps killed. Some of the most daring will wait until the shark turns on his side and opens his mouth, and will then place the iron perpendicularly between his



CRATER OF KILAUEA—LARGEST ACTIVE VOLCANO IN THE WORLD

jaws, so that they are propped open. The Hawaiians are very successful deep-sea fishermen, often going in their frail canoes out of sight of land.

Like most of the Pacific islands, the Hawaiian group is of volcanic origin and formation, and the volcanoes, active and extinct, are one of the sights visited by tourists at the present time. The volcano of Kilauea, on the island of Hawaii, is perhaps the most active at the present time, some of its craters being best viewed from a distance. It is also the largest active volcano in the world. Mauna Loa and Mauna Kea, on the same island, are each much larger than Kilauea, and have been very destructive in the past. The volcano oftenest visited by tourists

is the Punch Bowl (extinct), not far from Honolulu, and from which a beautiful view of the city and surrounding country is obtained. Down the coast on the other side of Honolulu is Diamond Head, also an extinct volcano, very much resembling the rock of Gibraltar. In fact, these two mountains (Punch Bowl and Diamond Head), if fortified, could protect Honolulu from the navies of the world, and would render the place as impregnable as any Gibraltar was ever supposed to be.

It is evident that in ages past the islands must have been little more than a molten mass. Lava formations in all kinds of peculiar shapes



BRIDGE OVER CHASM IN LAVA

abound. Near the base of Mauna Loa the "flow" is estimated to be nearly a hundred feet thick, and lies in great corrugated and twisted masses, resembling a lot of huge mummified serpents. In some places great fissures have opened in the lava, and are bridged for the convenience of tourists. Sometimes a "waterfall" was formed by the lava running over a precipice, where it still hangs in great columns and pendants. At one place a perfect arch, thirty feet high, was formed, and at another an immense vase was left standing when the rest of the formation gave way to some force of nature. Nature has since con-

tributed to the effect by planting trees, flowers and ferns on the top of the vase, where they seem to thrive quite well.

The ancient Hawaiians had many superstitions and worshiped many gods. One of the most powerful of their divinities was Pele, the goddess of fire. She was supposed to have her abode in the fiery crater of Kilauea, and eruptions were supposed to result from her displeasure at some act or omission of the people. So, when the volcano became unusually boisterous, the king would hastily order a number of persons to be delivered to the priests of Pele, who would bind them and throw them into the crater to appease the anger of the irritable goddess. It



LAVA FLOW ON MAUNA LOA

was supposed to be certain death for any one to approach the crater without first sacrificing to Pele by throwing into the fiery abyss a handful of the berries which grow near the top. It was also certain death for any one except a priestess of Pele to eat any of these berries. This superstition continued until a certain princess of the islands, who had led a life of debauchery and licentiousness, became converted by the American missionaries. She decided to preserve her people from the sacrifices to Pele. Accordingly, she started up the mountain, followed by a large crowd of frightened people, who were sure she was going to

her doom. Near the top she was met by a priestess, who forbade her to proceed further under penalty of death at the hands of Pele. The princess declared she did not fear Pele; that Jehovah was her only God, and to prove it she began to eat of the tabooed berries. Amidst the terror of the people she advanced and hurled rocks into the crater, calling upon Pele to come out and fight, and informing her that she was eating up all her berries. As the goddess made no demonstration she was considered vanquished, and no further sacrifices were made, although there are still some Pele priestesses who cling to their belief and worship the fiery goddess as faithfully as in the days of superstition.



RAILROAD RUNNING THROUGH A SUGAR-CANE FIELD

The lava seems to have brought with it from the bowels of the earth elements of wonderful fertility, increasing the productiveness of the soil to a degree that surpasses belief. Everything grows rank and prolific under conditions of soil that would seem to forbid growth at all. American hothouses petted with scientific mixtures and fertilizers have never produced the equal of the vegetation that springs from the lava-rocks in Hawaii.

The great staple product is sugar, some of the plantations, it is claimed, being the largest in the world. The product is handled in

the most scientific manner. On the larger plantations portable railroads are laid through the immense cane-fields, and the cane hauled to the mill by train-loads, the tracks being shifted to various parts of the field as desired. The machinery in the mills and refineries is of the most improved American make, and most of the product, amounting to fifteen million dollars annually, is sent to the United States. In fact, over ninety per cent of the entire commerce of the islands, both exports and imports, is with this country. Sugar-cane was growing wild on the islands at the time of their discovery, and was prized by the natives as a very delectable article of diet. Sugar-making was first attempted in a rude way by the Chinese, and afterward developed by



HAULING SUGAR-CANE TO MILL

American capitalists. The plantations are very extensive, worth on an average at least half a million of dollars. Systems of irrigation are in use on some of them, the water being procured from inexhaustible artesian wells. It is pumped into great stand-pipes or reservoirs, and thence piped to various parts of the plantations. It can easily be imagined that no small engineering ability is necessary to successfully pipe water for miles in every direction from a certain point, but it is successfully done in Hawaii. Mr. Claus Spreckles, the great sugar king, was an intimate friend of King Kalakaua, and had often loaned him sums of money. It was his influence and financial weight alone

that prevented Kalakaua from signing the opium and lottery bills during his reign; and if there is any one on the island who possesses the unlimited hatred of Liliuokalani, it is this same genial and level-headed Mr. Claus Spreckles.

After sugar the most important product is rice, which is raised principally by the Chinese. Chinamen and horses seem never to understand each other, or have any ideas in common; in fact, they are entirely antagonistic. As a consequence the Chinaman does his farming with the aid of an ox, both of them wading knee-deep in the rice-fields, and mutually manipulating a cultivator which is not unlike on overgrown



SOME OF THE RICE-FIELDS ON THE ISLAND OF MAUI

American garden-rake, or the implement famed in conjunction with Whittier's Maud Muller in her labors in the sunshiny hay-field.

Coffee culture is rapidly becoming one of the leading industries, and does remarkably well with very little attention. Much of the land adapted to coffee-raising is covered with a thick crust of lava, and the usual method of planting is to drill a hole through the crust and poke a "cutting," or small tree, down into the soil. It will grow and thrive, become a large tree, and bear abundant fruit without any further attention whatever.

Animals were very scarce when civilization first began in the islands. The only animal which the natives attempted to turn to any account was the hog. It was raised in a semi-wild state, and whenever a native contemplated having a feast he would go out and chase a hog into an inclosure, to be fattened for the occasion. The only wild animals that are worthy of special mention are cattle, hogs and dogs, any one of which it would be dangerous for one to come in contact with under certain circumstances. Domestic animals of all kinds have become very plentiful since thrift and enterprise have become established features of life in the islands. Cattle, hogs, sheep and poultry are raised extensively, while horses are more highly considered than in this country, and are used much more extensively. Every Kanaka has a pony, which he rides everywhere—scrambling up steep hills and sliding precipitately down the other side, but eventually arriving at the desired destination with both pony and rider in a cheerful mood, each seeming to take it as a matter of course that the pony shall do the scrambling and sliding and



DATE-PALM

the Kanaka shall hang on, even over obstacles which an American, for his own neck's sake, would much rather trust his own legs to surmount.

Some of the small uninhabited islands have been purchased outright from the government by capitalists, and remain unpeopled save for the inmates of one ranch-house, the remainder being grazing-ground for immense herds of cattle. No herding is necessary, the sea being the only limit of territory, and the ranch-house and inmates are there merely to prevent lawless mariners from replenishing their ships' larders with fresh beef. In the valleys of the larger islands, also, are large ranches, the cattle being herded by Kanakas, who fairly rival our own Texas cow-boys, being expert horsemen, unrivaled in the use of the lasso.



FIRE DEPARTMENT ENGINE-HOUSE, HONOLULU

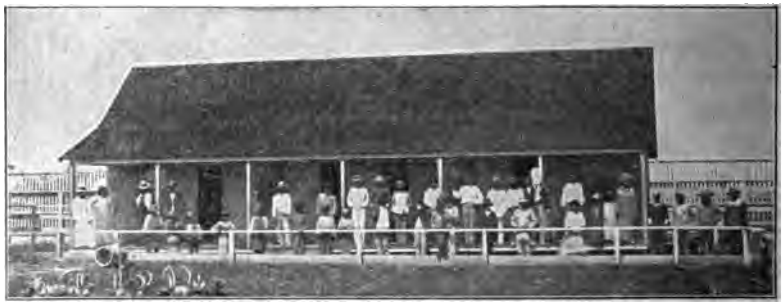
Sheep are raised in much the same manner as cattle, some flocks having an island all to themselves, and the wool industry has grown to large proportions, the quality produced being equal to the finest product from the Australian provinces.

On the island of Kauai is an ostrich-farm, established as an experiment, which has succeeded so well that it will no doubt become an important industry. The enterprise did not have an auspicious or encouraging start. The promoters were a man and his wife, who had had some experience in ostrich-farming, and knew the profits that might be expected if the business could be made to succeed. They purchased a picturesque valley in Kauai, shut off from the rest of the island by mountains, and surrounded on two sides by the sea. Five

large ostriches were brought to the "farm" as a starter, and were let loose to become acquainted with their new home. The very first day two of the stupid birds walked off a precipice into the sea. A boat was quickly launched and one of them safely rescued, but the last seen of the other one he was majestically mounting the waves and heading for Australia. However, this did not discourage the starters of the enterprise, and to-day their business is in a flourishing condition and is conducted on a large scale. The greatest obstacle to ostrich-farming is the stupidity of the birds themselves. As an example, if one of them from any cause becomes alarmed, he is liable to run around and around an inclosure until he drops dead from exhaustion—unless he finds a place where he can stick his head in the sand and imagine he is hidden.

Layson island, the most westerly of the group, is small, uninhabited and desolate, but is interesting from the fact that it is a sea-bird hatchery. Here sea-birds congregate by the millions, until they cover the ground completely for miles. Being worthless for food and their feathers of no account, they remain unmolested, and are so tame that they may be picked up in the hand. In fact, they become so familiar that it is necessary to carry a stick to prevent them from "nipping" one's limbs through his trousers—an operation which is quite annoying, as their beaks are very strong. Sometimes their eggs are gathered in wheelbarrows, loaded on cars and transferred to a ship, thence sent across the ocean for the manufacture of commercial albumen; but owing to the distance this is not very profitable. The only thing which makes the island of value is the great beds of guano, which product is shipped in large quantities. There is one small house, in which the manager and two or three Japanese servants live for about six months of the year. Aside from the countless varieties of sea-birds, there are some land species on this island which are found nowhere else in the world. Captain Clark, of Honolulu, once decided that this island would be an excellent place to raise swine. He imported a herd, and the rapid increase without any attendant expense promised to soon make the enterprising captain an opulent capitalist. But one unlucky day, when the manager and his attendants were absent from the island, Pirate Pease, at that time a famous south-sea bucaneer, landed on the island, butchered every hog, salted down the pork in the hold of his ship, and sailed away, leaving a note nailed to the door of the ranch-house.

The island of Molokai, twenty-five miles southeast of Oahu, is the home of the lepers. Leprosy was discovered in the islands in 1853, and soon began to spread. As a means of preserving the whole group from contamination a settlement was established for them on Molokai, on a peninsula cut off from the rest of the island by mountains. Here they live, isolated from the rest of the world, as they are permitted the freedom of only the peninsula. Twice a year the Board of Health from Honolulu makes a tour of inspection, accompanied by such as may wish to call on friends or relatives among the lepers. There is a house on Molokai which is reserved for the reception of guests, no leper ever being permitted to approach it, although it is in the very midst of their village. When any person on one of the islands is discovered to be a leper, he or she is immediately transported to Molokai. They usually go willingly



A Group of Lepers, on Molokai Island

enough, being anxious to preserve their friends and relatives from contagion, and many of them openly declare they are glad to be relieved from labor and supported by the government. It is said on the islands that the disease can be contracted only by inoculation; but as a slight scratch on the flesh will accomplish this, it is none the less easily acquired. Often it is not transmitted from parents to children. Therefore, if a child born on Molokai shows no sign of the disease at five years of age, he is removed to another island, and if the disease does not appear after a certain number of years, no further restraint is placed upon him. Yet some of his children or grandchildren may be born lepers and be forced to go to Molokai. There is one woman on Molokai who has buried two leper-husbands and is yet "clean." The plague

assumes various forms. In some instances it works principally on the extremities, the fingers and toes dropping off and the whole body finally becoming affected. In other cases the disease shows itself in facial disfigurements. One of the most common effects is elongation of the lobes of the ears. These sometimes become so long as to be constantly in the way and a great nuisance, interfering with the chief pleasure of the lepers—that of galloping over the peninsula on their horses. In such instances an operation is usually resorted to, and it is said that



FALLS ON THE KAKAPEPE RIVER

the removal of the parts causes no pain whatever and affords great relief. There are doctors and men of nearly all ordinary professions on Molokai, having unfortunately contracted leprosy at some period of their life and been forced to shut themselves off from the world and dwell apart with others similarly afflicted. There are also several missionaries on the island who have voluntarily become lepers and dwell among them for the sole purpose of Christianizing them. Such Christian fortitude is truly wonderful.

The island of Hawaii is the largest of the group, being nearly equal in area to all the others combined. It is a perfect wonderland of unusual sights, where nature seems to have run to excess in a determination to surpass all her previous efforts at sublime scenery and startling phenomena. There a traveler may stand in a beautiful verdure-clad valley and find himself surrounded by the most opposite and antagonistic elements in their climaxes of action—on one side the towering heights of Mauna Loa, covered with perpetual snows; on the other the smoking peak of Kilauea, glowing with everlasting fire. The fierceness of the eruptions from Kilauea may be judged from the fact that when most active the flames may be seen one hundred miles out to sea, while at Hilo, forty miles away, the people read newspapers easily by the glow. Near the summit is a house called the "Volcano House," where tourists stop and where guides may be procured to conduct them to points from which they may view without danger the interior of the great crater—a burning, boiling, seething, smoking mass of molten rock, with fierce flames playing over the surface, which is constantly agitated by explosions and puffs of steam, showing the tremendous forces struggling for liberation in the bowels of the earth. This crater is nearly a mile in circumference, and is very appropriately called the lake of fire by the natives. Nearly all the grandeur and magnificent scenery of the other islands are magnified and reproduced on Hawaii. The most fertile and productive valleys, clothed with a mass of living green, and forests so dense as to be impassable, are found within a few hours' travel of the great lava-flows, where all is barren, desolate and silent, huge, fantastic shapes rising against the sky and twisting under the feet, with not a sign of life anywhere save a great vulture wheeling slowly over the carcass of a horse, which has died for want of water. The trails across these bleak wastes are lined with the skeletons of animals which have so perished.

But Hawaii has a soil unsurpassed by any of the other islands, and is the leader in the production of coffee, many of the plantations having forty to sixty thousand trees. The island is also noted for its cocoanuts. Off the north coast there is a little islet that is literally covered with cocoanut-trees. The nuts lie so thickly on the ground that one cannot walk without stepping on them. Sometimes they drop from the trees and roll down the beach, the tide comes and they float to the mainland, where they are eagerly gathered by the natives on the alert for them.

On the southeastern coast of the island is Hilo, the second town in size on the islands, with a population of five thousand. It is the capital of the island of Hawaii, and was the residence of King Kamehameha I. before his conquest of the remainder of the group. It is a marvel of picturesque beauty, and is also of considerable commercial importance, being the principal port for the coffee and cocoanut trade. The court-house, post-office and custom-house are the principal public buildings, and the churches and school-houses are handsome structures and well supported and attended. As in the other islands, the system of compulsory education is very strict, even written excuse from the child's parents not releasing him from the clutch of the ever-watchful and vigilant truant-officer. A written permission from the teacher is the only thing that will protect him from being seized anywhere in the island during that part of the year when the schools are in session, regardless of the nature of his excuses or explanations.



COCOANUT-TREE

One of the interesting and magnificent bits of scenery near Hilo is Rainbow Falls, so called because rainbows in all their brilliant colorings are constantly playing in and out, among, over and around the mass of mist at the foot of the fall.

While American civilization has taken precedence over all other modes of life in the islands, there are yet some traces of the barbarism of by-gone days. In some places the hula-dances are still indulged. These dances were formerly the chief amusement of the kings, the last

king, Kalakaua, taking great delight in them. The dance is performed by young women and girls in a nearly or quite nude condition, generally bedecked with flowers, and consists of a voluptuous twisting and bending of the body, the feet having very little to do with it. Another relic of savagery is the national dish of the Hawaiians and their method of eating it—particularly the latter. The food itself is called poi, and is made from the roots of the taro, a water-plant, which is raised in small fields or "patches," surrounded by an embankment of sod to keep the



RAINBOW FALLS, NEAR HILO, ISLAND OF HAWAII

water at a certain depth. The method of preparing the food is quite simple. The bulbous roots are first washed and scraped clean, then cooked until they are soft. Then they are crushed and ground and set away to ferment. Finally water enough is mixed with the mass to make it a thick, sticky paste, and it is then poi, ready to be eaten. The method of eating it is also charmingly simple, and would please an American as little as the sour taste would tickle his palate. A large, round bowl—

sometimes as big as a bushel basket—is placed in the center of a table, which is a mat spread on the ground. The family and visitors gather around and proceed to eat with the tools with which nature has provided them. The first two fingers of the right hand are poked into the sticky mass, given an artistic twist, and then conveyed with undulating gyrations to the mouth, where the adhering poi is sucked off. It is not considered good form to use more than two fingers or to make the journeys from the



A NATIVE FEAST, WITH THE POI-BOWL IN THE CENTER

bowl to the mouth too rapidly; and it is the height of vulgarity to use both hands, as it is thought to indicate a desire to secure more than one's share of the delicacy. However, it is looked upon as an act of gallantry for a young man who may be sitting near his lady-love at the feast to "help" her by scooping out a large handful of the stuff and

placing it in her lap—when she has one. But in spite of the incongruities surrounding it poi is a very healthful and nutritious food, being both strengthening and fattening, and is an excellent diet for invalids (if they can "stomach" it), being easily digested and wholesome. It is said that in times past poi was the main factor in the unprogressiveness of the Kanaka. Why should he work when he needed absolutely nothing for his sustenance save his little taro-patch? An hour's labor each day will keep this patch free from weeds and in a thriving condition.



HAWAIIAN GIRLS IN HOLIDAY ATTIRE

He can vary his diet with fish or clams from the sea, and can stroll into the forest back of his hut and pick oranges, bananas, dates, figs, strawberries, breadfruit and papaia to his heart's content. Since he is no longer slave to a king, and is responsible to nobody, time actually hangs heavily on his hands. He sometimes jogs slowly to town on his pony and spends the day lounging about the boat-landing. Otherwise he will spend the day lying flat on his back on the grass under a shade-tree in dreamy reverie, with nothing to do but remove his mind from all worldly

affairs. Sometimes he rides his pony into the forest and returns bedecked with flowers of brilliant hues. He need have no thought for the morrow; it will be the same as to-day. He strives for the maximum of comfort each day as it passes, and looks not to the future. He needs not to provide for winter—to lay in coal or purchase an overcoat—for winter never invades his balmy, slumbrous, luxurious, voluptuous south-land. He contentedly basks in the warmth of Nature's smile,



ROYAL PALMS

and gives a smile in return. The only events of importance in his life are the instances in which he is invited to attend a luau, or poi feast, by some neighbor, or when he invites in return. These native feasts are marvels of sociability—a very outpouring of the spirit of hospitality and unrestrained jollity. The utmost good-will and freedom prevail, every one jabbers, slings poi, and shakes his fat sides in unrestrained

glee and enjoyment. The feasts are usually partnership affairs, one family furnishing poi, another pork, another fish, another fruit, etc. They are models of generous hospitality and true friendliness, even though they do not conform strictly to American notions of table decorum. Who shall say which is better, hypocritical decorum without true friendliness, or real friendship exhibited without a cloak of decorum to cover natural good feeling. The feasts used to be followed by hula-dances, but the moral status of the natives has improved to an extent that seldom prompts them to such indulgences at present, and nude dancing is now prohibited by law. A beautiful custom among the Hawaiians is that of decorating departing guests with wreaths and garlands of flowers. This is always done, and, mingled with the hearty hand-clasps and oft-repeated alohas (good-bys), makes a very different impression upon a cordially entertained stranger than the formal leave-takings of modern society. Any member of a family leaving home for an absence of more than ordinary length is also decorated in this manner. Every departing ocean-steamer carries away great quantities of flowers—notably on the



HULA-DANCERS IN THEIR COSTUMES OF GRASS AND FLOWERS

persons of Hawaiian youths and girls going to the United States to pursue various branches of higher education.

Scarcely an industry or enterprise that has been attempted in these islands has failed to reward its promoters, and although civilization has been busy for a hundred years, yet the development of their natural resources is only fairly begun. Not one fourth of the land available for the production of sugar, coffee, rice, etc., is under cultivation, and half of the present population lives almost entirely without work. Five times the present number of people could easily be supported, and the commerce of the islands increased in like proportion.

And yet it should not be inferred that the Hawaii of to-day is a haven where indolence is welcomed and supported in luxury without labor. The Masonic and Odd Fellows' societies in Honolulu have issued letters of warning to their brethren in this country, charging them not to put too much confidence in the fabulous stories in the newspapers regarding the ease and luxury and cheapness of living in Hawaii; for while the reports of the resources and productiveness of the islands are strictly true (it would be difficult, indeed, to exaggerate them), there is no lack of men to perform what labor there is to be performed in the present undeveloped condition of things; and to one who has not acquired a taste for poi it is a tough proposition to be landed penniless in a country where flour is five dollars a hundred, and other articles of American diet priced in proportion. For it must be remembered that Hawaii is not a manufacturing country, and finished products must be brought from San Francisco or elsewhere. "Development" is the great cry of the people of Hawaii; and so, while it offers wonderful opportunities for investment of capital, it is a good place for penniless adventurers to stay away from.

Civilization and Christianity have nearly succeeded in banishing all traces of barbarism from the islands, and the social, moral and educational status of Honolulu can easily shame many a pretentious American city. To be sure, there are all classes of society, but every person is definitely known to be either for or against the principles of morality and decency, and is treated accordingly. The greatest obstacle to the civilizing of the islands has always been, not the natives themselves, but devotees of debauchery from other countries, who much prefer to preserve the islands for their own spoliation to having them

wrested from their grasp by the influences of Christianity and education. The term "missionary" is sneeringly applied by the rough foreign element in Hawaii to all citizens lending their influence to purposes of morality and righteous government, and the contest between the two factions in times past has been very bitter. The natives themselves were not inclined to ruffianism or immorality, but they were easily led and influenced. The opponents of the "missionaries" were also the supporters of royalty, have hated the republic since its inception, and have never ceased to hope that they would some time be able to overthrow it. But now that the islands are under the protection of the



OAHU PRISON, IN HONOLULU

United States, their last hope is gone, and they will be compelled to become law-abiding citizens or take the consequences.

While as yet the future form of government in the islands is largely a conjecture, they will probably become a territory of the United States, with government and officers similar to our other territories, embracing legislative, judicial and executive functions. The hearty co-operation of the best citizens of the islands may be relied upon in any efforts tending to their welfare and the establishment of a stable government, honest administration of affairs, a thorough development of resources, and a continuation of the benign influences of Christianity and education.

CHAPTER XII.

NEW YORK, WASHINGTON AND BOSTON



HE story of the run of the Olympia from Gibraltar is tersely told by the subjoined extracts taken from the ship's log:

Sunday, September 10th.—Departed from Gibraltar; weather clear and pleasant; 8:30 A. M., hove up port anchor; 10:30, got under way. H. M. S. Devastation saluted Commander-in-chief by parading guard; salute returned.

Wednesday, September 13th, 5:40 A. M.—Sighted Madeira. Distance made, 235 miles.

Thursday, September 14th.—Occasional squalls of rain. Set clock back nineteen minutes.

Saturday, September 16th.—Set clock back twenty minutes. One tin of roast beef, condemned by Board of Survey, thrown overboard.

Sunday, September 17th.—Chaplain held divine service at 10:30. Set clock back eighteen minutes. Threw overboard two cans of canned corned beef condemned by Board; also three pounds of butter.

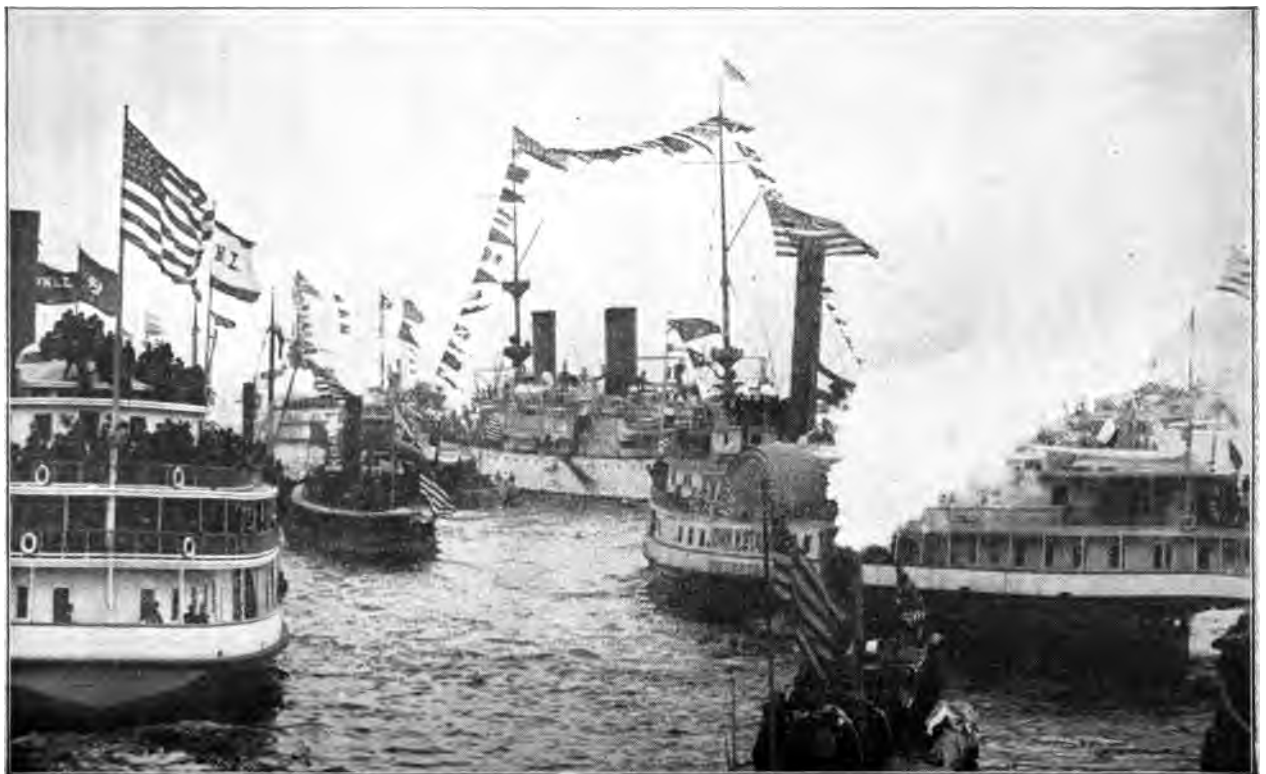
Tuesday, September 19th.—At 11:55 P. M. sounded general quarters for battle; all divisions reported ready in four minutes.

Friday, September 22d.—Mustered at stations for arms and away boats.

Sunday, September 24th.—At 10:05 divine service, Chaplain Reaney officiating.

Monday, September 25th.—At 6:30 P. M. took soundings, and found 29½ fathoms of water. At 9:00 P. M. took deep-sea soundings, bottom at 27 fathoms.

Tuesday, September 26th.—Course N., 1 W. and N.E. Wind S. by



Olympia

THE OLYMPIA OFF RIVERSIDE DRIVE, NEW YORK, SURROUNDED BY HUNDREDS OF EXCURSION-VESSELS

E. and N.W. Midnight to 4 A. M., light to moderate breeze from south by east.

Tuesday, September 26th.—At 12:35 sighted Barnegat Light, and at 1:35 sighted Navesink Light; 1:50 slowed engine to thirty turns; 5:35 stopped and took on board pilot and went ahead. Stood in through Gedney's channel, and at 7:17 called "bring ship to anchor." At 7:33 let go port anchor in six fathoms, veering to thirty fathoms chain. Battery on Sandy Hook fired salute of seventeen guns, which was returned by this ship gun for gun.

This is the plain, unvarnished tale of how the run was made, and recalls by its last entries how, by arriving two days ahead of time, Admiral Dewey took New York and the country by surprise in much the same way in which he surprised the Spaniards.

Officially, the Admiral's first duty was to report to the Navy Department at Washington the fact of his arrival in home waters, which he did, merely saying, "Olympia will go to Tompkinsville to-morrow."

He received the following telegram in reply:

NAVY DEPARTMENT, WASHINGTON, September 26th.

To ADMIRAL GEORGE DEWEY, Sandy Hook.

The Department is happy to learn of your safe arrival, and extends to you and your officers and crew the most cordial welcome.

JOHN D. LONG.

In speaking of his arrival in advance of the expected time Admiral Dewey said:

"Yes, I know we're ahead of time, but my rule is that it's better to be too early than too late. As a matter of fact, we are not officially arrived yet, so our presence here in the lower bay need not affect in any way the preparations our friends are making to receive us."

"You were expected to put in at the Bermudas," some one suggested.

"So I am told, but I didn't really intend to. I went near enough so that if it had been necessary to coal we could have gone there easily, but I wanted to keep moving. I expected a gale at this season of the year. That was the chief reason for taking the southern passage. So I thought it was best to hurry ahead." All of which but emphasizes the keen foresight which fitted Dewey to win victories.

It is worthy of remark that one of the first to welcome the Admiral to his home land should have been a foreigner. A little after noon on the twenty-sixth a launch with a yellow shamrock floating on the green ensign at her stern drew alongside the Olympia, and Sir Thomas Lipton, owner of the Shamrock, and challenger for the America's cup, came aboard to pay his respects. Sir Thomas was warmly received, as it was through his kindness that the sailors of the Olympia received the present of tea in the harbor at Colombo, as already related. As the launch bore away a roar as of artillery went up from the men crowded on the forward deck, many of whom held up their tins of tea as reminders that they were not forgetful of the kindness done them. Admiral Dewey, running to the rail to see what all the commotion was about, laughingly cried out to Sir Thomas, "There! you see I can't stop them. I can't do anything with them at all!"

Later Admiral Sampson and Captain Chadwick, of the New York, and Flag-Lieutenant Winslow called to pay their respects. About 2:30 o'clock the Admiral's son, George, came down to the Olympia to greet his father. On coming aboard he was conducted to the Admiral's cabin, and the father and son were left free from the prying eyes of an ever-curious public. It was noticeable, however, that the Admiral's face was aglow when again he came on deck, and like the great-hearted hero he is, he did not attempt to conceal his joy in being with his own again.

His greeting of Admiral Philip, more popularly known as "Captain Jack Philip, of the Texas," was most warm. It was "How d'ye do? How d'ye do?" and "Hello, Dewey! How are you? Glad to see you home!" Thus these two heroes, with as little formality as the regulations would permit, hailed each other as old-time friends. Later came Collector Bidwell, Postmaster Van Cott and several of their friends. The Reception Committee having recovered from the surprise and confusion in which they were naturally involved by the Admiral's unexpected arrival, came on board to officially receive the Admiral as the guest of the city of New York and to arrange the details for the various parades and official functions.

Later, just as the sun was lowering in the west, Admiral Dewey, Flag-Officer Brumby and the Admiral's son returned the call which Sir Thomas Lipton made earlier in the day. Thus ended the hero's first day in American waters since his great victory.

On the following day, Friday, September 27th, Admiral Dewey began to really learn what sort of a reception and corresponding ordeal was ahead of him. Early in the morning the Olympia weighed anchor and entered the inner harbor of New York, making her way to her place of honor at the head of the assembled men-of-war off Tompkinsville. The accompaniment to this journey was a true forecast of the greater welcome held in store. Every vessel in the harbor which had a gun or a whistle seemed to call it into action, each vieing with the other in a mighty effort to make the most noise.

At 8 o'clock here, as elsewhere, occurred the most interesting feature of the daily routine aboard a man-of-war—hoisting the colors. A few minutes before eight the whole ship's company, from the admiral to the slavey in the galley, fall into position on deck, and facing the flag in an attitude of reverence the Stars and Stripes are unfolded from the halyards while the band plays the "Star-Spangled Banner." Thus is respect, reverence and a determination to die for the flag daily drilled into every man in the navy. The flag being up, the Admiral was officially at home. Major Burbank, from Fort Hancock, and staff were the first official visitors of the day. These were followed by Mr. Chas. H. Allen, Assistant Secretary of the Navy, bearing the greetings, respects and good wishes of President McKinley.

At 8:30 o'clock all visitors were ordered to leave the ship, as the journey to Tompkinsville was about to begin. At 9 o'clock the Olympia weighed anchor and slowly wended her way toward the Narrows, receiving a foretaste of the thunderous welcome awaiting beyond. The welcome of the North Atlantic squadron was the grandest and most impressive of all. The Lancaster, Texas, Brooklyn, Massachusetts, Indiana and New York each thundered forth the admiral's salute of seventeen guns, and these blending with the noise from the miscellaneous craft flocking about produced an effect more to be likened to mighty thunder than to the results of any human contrivance. As the sound of the last gun died away the Olympia's battery thundered forth its response of thirteen guns in compliment to the rear-admiral commanding the squadron.

After the Olympia came to her anchorage at 10:20 o'clock, Rear-Admiral Howison, who had just arrived on the Chicago, called to pay his respects to the Admiral, and shortly afterward Admiral Dewey set



VIEW OF THE MARINE PARADE

out to return the official calls so far received. At about 3 o'clock the Admiral and party arrived at the navy-yard to return the call of Rear-Admiral Philip, made on the day before, and thus for the first time since sailing away from San Francisco, eighteen months before, he set foot on American soil. Shortly after his return from the round of official visit he retired to his cabin, and thus closed the ceremonies of the day.

PROGRAM OF THURSDAY, SEPTEMBER 28TH.

10:00 A. M.—Committee from Washington called on Admiral Dewey to consult him concerning the Washington reception.
1:00 P. M.—Governor Theodore Roosevelt and Staff called to welcome the Admiral in the name of the State of New York.
1:30 P. M.—General Wesley Merritt welcomed the Admiral on behalf of the War Department.
2:00 P. M.—Governor Roosevelt held a reception on board the New Hampshire.
8:00 P. M.—Illumination of the harbor with red fire.
9:00 P. M.—Fifteen hundred members of the People's Choral Union aboard the steamers Warwick and Mount Hope serenade the Admiral.

The two interesting incidents of the call of the Washington committee were the hearty greeting of Senator Redfield Proctor, of Vermont, the lifelong friend of the Admiral, and the presentation of Admiral Farragut's flag to Admiral Dewey. This flag was made out of a blue number flag when Farragut was first made a rear-admiral by sewing two white stars on it, and later, when he became a full admiral, two more stars were added. Farragut flew this flag on the Hartford at New Orleans, and afterward in the Mediterranean. After Farragut's death it was carefully preserved at the Naval Academy until the unveiling of Farragut's statue at Washington. Bartholomew Higgins, a survivor of the crew of the Hartford, and who is now captain of the night watch under Commander Baird, at Washington, was selected to "break the stops"—which not only unveiled the statue, but threw the flag to the breeze. After this the flag was given to Comrade Higgins by the Navy Department on condition that he furnish another flag. He kept it ever afterward, and frequently carried it in all patriotic parades, until on one occasion he was called upon for a speech. His inability to make the speech so embarrassed him that he never again carried the flag.

He was so impressed with the victory of Dewey, and so enthusiastic over the Admiral's arrival, that he earnestly requested that this old historic ensign be presented to the man who served with Farragut when this worn and frayed emblem figured so conspicuously at the battle of New Orleans.

After the business of the committee was finished Commander George W. Baird, who served with Farragut and Dewey in the West Gulf squadron, in 1861, unrolled a package which he had carefully guarded all the way to the Olympia, and, displaying a faded blue admiral's ensign, upon which were stitched four white stars, said to Admiral Dewey in a voice filled with emotion:

"Admiral, I wish to present to you the first admiral's flag ever broken out in the navy of this country. That grand old admiral whose name and memory we all revere first hoisted this ensign upon the good ship Hartford before New Orleans, and afterward in the Franklin; and since it came down from that masthead it has never been whipped by the wind or worn by the elements. You, the worthy successor of that great admiral whose tactics you so successfully followed a short while ago, I deem the proper person for Farragut's mantle to fall upon."

Of all the honors that could come to a man who had served under Farragut this was the greatest, and being sprung upon Dewey unexpectedly it was no wonder he was deeply affected; his eyes filled with tears and his voice was stifled with emotion, so much so that several efforts were necessary before he could speak. Then fondling the old souvenir tenderly and affectionately he said:

"I'll fly it—I'll fly it at the masthead—I'll fly it in the parade—I'll fly it always—and—and when I strike my admiral's flag this will be the flag I shall strike."

Formality was practically lost sight of when Governor Roosevelt called to present the welcome of the state of New York. The Admiral was standing at the gangway with a squad of marines drawn up at present arms, and as the Governor came aboard the band struck up "Hail to the Chief." Hands met in a long, firm grasp.

"I am very glad to see you," said Admiral Dewey.

"It seems almost like old days in the Navy Department," replied the Governor; and then these two, each of whom had done his duty to uphold the honor of the flag, were friends again, dignity aside, just as

when one was Captain Dewey and the other was Assistant Secretary of the Navy.

As they made their way through the crowd both were heartily cheered; the sailors cheering for "Teddy" in a way that could almost be heard far ashore. The Governor, raising his hand for silence, stepped forward and said:

"As I came over here Captain Coghlan pointed out this ship and said, 'There's the Olympia.' I said, 'I see her, and am proud of her.' But one thing I want to say right here. I am most proud of the men aboard of her, from Admiral Dewey down to the least important man in the whole ship's company. We're proud of you, and glad to welcome you back. Since the last time I saw the Admiral he has gone up alongside of Farragut and Nelson."

During the outburst of enthusiasm which followed the Admiral stepped away with his friend for a quiet chat free from interference.

While the Admiral was naturally the center of attention, and honors were forced upon him from all sides, the "men behind the guns" were officially honored for the first time since their return to America. Between eight and nine o'clock the call to quarters was sounded, and the sailors who had taken part in the battle of Manila were lined up to receive the medals voted them by Congress. Captain Lamberton, in presenting them, said:

"You have been a long time in getting these, men, but they are the sort of thing that will keep, and they mean just as much to-day as they did seventeen months ago. You deserve these tokens richly, and the men who commanded you are as proud of you as the country which gives you these medals."

Among the very appreciative recipients of the medals were the Chinese cooks, who, notwithstanding that their place was among the pots and pans when the serious business of fighting was on hand, left the galley and hustled for Uncle Sam.

To attempt a description of the illumination of the harbor at night is to attempt the impossible. Red fire, bonfires, search-lights, electric-lights in emblematic figures, words and groupings, all combined to make night into day. During this fantastic display the People's Choral Union, aboard the steamers Warwick and Mount Hope, treated the Admiral and the tars of the Olympia to a serenade, ponderous in volume



Grant's Tomb Columbia College

MARINE PARADE OFF GRANT'S TOMB

and charming in harmony. As the steamers neared the Olympia the singers joined in their first number, which appropriately was "America." This was followed by "See the Conquering Hero Comes," the "Hallelujah Chorus" from the "Messiah," and the "Hymn of Thanksgiving." Cheering galore and answering music from the Olympia's band created an enthusiasm which fittingly enough was capped by the appearance of the Admiral in the glare of the lights on the Olympia's deck, bowing in acknowledgment of the courtesy of his visitors. As the visitors drew away and the last of the red lights faded from the sky, another day of the greatest reception ever accorded any American citizen ended.

PROGRAM OF FRIDAY, SEPTEMBER 29TH.

8:00 A. M.—Admiral Dewey returned General Merritt's visit on Governor's Island.
10:30 A. M.—Mayor Van Wyck called upon Admiral Dewey aboard the Olympia.
11:00 A. M.—Mayor's committee-boats left their moorings.
11:30 A. M.—Admiral Dewey returned the Mayor's call on the Sandy Hook.
12:00 M.—Noonday meal served on the fleet.
1:00 P. M.—Naval parade started from Quarantine.
2:30 P. M.—Olympia anchored off Grant's Tomb, from which position the Admiral reviewed the parade.
5:00 P. M.—Naval parade dismissed.
6:00 P. M.—All vehicles except cars excluded from Brooklyn Bridge.
7:00 P. M.—Grand display of fireworks.
10:00 P. M.—Vehicle traffic on Brooklyn Bridge resumed.

Although Mayor Van Wyck was expected to make his official call about ten-thirty o'clock, it was a little later when he boarded the Olympia. The formal welcome to the city of New York took place in the Admiral's cabin. Standing at the head of a table, around which the party had placed themselves, the Mayor spoke as follows:

"Admiral Dewey, with pleasure and by the direction of the city of New York I meet you at her magnificent gateway to extend to you in her name and of her million visitors, leading citizens of forty-five states, representing almost every hamlet in the nation, a most cordial welcome, congratulating you upon being restored to family and home.

"A loving and grateful nation is gladdened by your safe return from the most remarkable voyage of history. So far-reaching in its



SOME OF THE STEAM-YACHTS IN THE MARINE PARADE

results that the clearest mind cannot yet penetrate the distance. It has already softened the voices of other nations in speaking of ours; changed permanently the map of the world; enlarged the field of American pride, and completed the circle of empire in its western course.

"Your courage, skill and wisdom, exhibited in a single naval engagement of a few hours, brought victory to your country's arms, and then you dealt with your country's new relations to the world with the judgment of a trained diplomat. By common consent you have been declared warrior and statesman—one who wears the military uniform until the enemy surrenders, and then dons the habit of the diplomat.

"The greatest reception awaits you that was ever tendered military or civil hero. Such an outpouring of the people was never dreamed of before. Never was the heart of America turned with such perfect accord and trusting confidence to one of her sons as it does to you.

"I place at your disposal the freedom and unlimited hospitality of the city of New York."

By way of response Admiral Dewey said:

"Of course it would be needless for me to attempt to make a speech, but my heart appreciates all that you have said. How it is that you have overrated my work so much I cannot understand. It is beyond anything I can conceive of why there should be such an uprising of the country. I simply did what any naval captain in the service would have done, I believe."

Mayor Van Wyck was genuinely affected by the earnestness of Dewey's response, and catching the Admiral by the hand he said, with spontaneity:

"Admiral, no tongue can utter or pen write an overestimate of what you did for your country."

One more service the Mayor had to perform. It was the presentation to the Admiral of an exquisitely wrought gold and jeweled replica of the bronze badge worn by the Municipal Committee. In presenting this the Mayor said:

"The city of New York has had made to commemorate this reception to you, the hero of the Spanish-American war, a badge, a facsimile of which they desire I should present to you in commemoration of the event."



PRESENTATION OF THE LOVING-CUP, CITY HALL

Calling to his Chinese servant, who was in the cabin, the Admiral said, pointing to the left breast of his coat, "Pin that there, sir; pin it tight, so that it will not drop off." And there it was worn throughout the day.

The visit of the Mayor was immediately returned, the Admiral accompanying him aboard the police-boat Patrol, and then to the Sandy Hook. During this time the Admiral made a notable statement concerning the battle of Manila and his famous victory. In speaking of the Olympia he said:

"Yes, she is a good ship, but it's not so much to the ship as to its armament and trained crew that the result at Manila is due. Let me tell you that the reason why the Americans whipped the Spaniards so completely was in a great measure due to the forethought of Governor Roosevelt. When he was Assistant Secretary of the Navy he demanded that provision should be made for adequate target-practice in the navy. Money was appropriated for this purpose, with the result that the American gunners found their mark, while the Spanish crews, who had not had the opportunity to make themselves proficient in gunnery, couldn't hit a house."

Immediately after the return of Admiral Dewey to the Olympia the signal was given for the start of the naval parade, and at exactly one o'clock the column of war-ships began to move. The police-boat Patrol led the way, followed by the fire-boats New York and Van Wyck, to open up a passage for the Olympia. The Olympia, escorted by the Sandy Hook, having aboard the Mayor and representatives of the city, headed the column proper. After the Olympia came the New York, flying the two-starred red flag of the junior rear-admiral, Admiral Sampson, as Rear-Admiral Howison, on the Chicago, being in signaling distance, he, as Sampson's senior, was entitled to fly the blue flag. The Indiana, Massachusetts, Brooklyn, Texas and Dolphin followed in the order named, and then came a fleet of gunboats, revenue-cutters and transports. After these came—well, nobody is able to tell exactly what did come. The order as promulgated by the committee showed what should come, but tugs with their soft-coal smoke crowded against spick and span yachts belonging to millionaires, and merchant and excursion vessels crowded these in turn. The battery from Governor's Island fired the admiral's salute as the Olympia passed, and she answered

gun for gun. Having passed Grant's tomb she turned and repassed, firing a salute as she did so. A short distance below she dropped anchor, and the Admiral viewed the other vessels as they passed. Then came that other fleet which it seemed would never end, hundreds upon hundreds of vessels passing by, pressing each other in seemingly inextricable confusion, but all bent in getting their human freight where they could see and be seen by the great Admiral.

But all such things must end, and so at length the last boat passed, the bugles from the war-ships rang out across the waters, the flags came



THE LAND PARADE—ADMIRAL DEWEY AND MAYOR VAN WYCK

down, the excursion-steamers drifted away, and night closed over all, revealing the ships outlined in light for the evening's illumination. The fireworks at night! Well, who can describe fireworks? Illuminated craft, illuminated piers, illuminated buildings, illuminated bridge; in short, illuminated New York! At half a score or more places the committee in charge had shipped thousands of bombs, rockets, aerial novelties, set pieces, mottoes, etc., so that no more glorious spectacle can be imagined than the pyrotechnic display following the naval parade. And so the day closed. The water had had its day, and the

millions who had paid their homage to the returned hero tried to get some rest for the morrow, when the land would add its tribute.

PROGRAM OF DEWEY CELEBRATION FOR SEPTEMBER 30TH.

7:00 A. M.—Sub-committee of the Reception Committee will board the police-boat Patrol at West Fortieth street to take Admiral Dewey off the Olympia.

7:30 A. M.—Admiral Dewey will board the Patrol.

8:00 A. M.—Admiral Dewey will be landed at the Battery and be driven up Broadway escorted by Troop A.

8:30 A. M.—Dewey and his escort will reach the City Hall, where he will be met by the Mayor and the city's guests.

9:00 A. M.—A loving-cup will be presented to Dewey by the Mayor on behalf of the city, and hundreds of school-children will sing patriotic songs.

10:00 A.M.—Dewey and the city's guests will be driven to the Warren-street pier, where they will board the Sandy Hook, which will land them at West One Hundred and Twenty-ninth street. Breakfast will be served on the boat.

11:00 A. M.—Dewey will take his place near the head of the parade-line, which will start from One Hundred and Twenty-second street and Riverside Drive, marching south.

2:00 P. M.—Parade is expected to reach Madison Square, where Dewey will review the column.

6:00 P. M.—Last of the line is expected to pass the reviewing-stand.

7:00 P. M.—Dewey will dine with his relatives on shore.

8:00 P. M.—Performance of "The White Squadron" at the Metropolitan opera-house for the benefit of the Dewey Home Fund.

8:30 P. M.—Smoker for the sailors of the Olympia at the Waldorf-Astoria.

The reader will notice that throughout this program the future tense "will" is used. This is the program as announced by the committee, and it speaks volumes for the management to say that the "will" was fulfilled except in one instance. On account of the congested condition of the street-railway system the children who were to sing at nine o'clock failed to be on time, but the presentation of the loving-cup proceeded sharply on the minute; or more exactly, a little ahead of time, as the ceremony was completed about one minute ahead of time.

Shortly before nine o'clock the Admiral, escorted by Troop A, arrived at the City Hall, and introductions being over, Mayor Van Wyck, facing Admiral Dewey, spoke as follows:



THE DEWEY ARCH

"The true dignity of manhood can never be overestimated in the study of the influences which build up or preserve states. Hero-worship if it be merely a manifestation of a full recognition and appreciation of such manhood in the individual leader's performance of duty to state, either in war or peace, is most commendable. It holds up his high standard to be emulated by the living as well as the unborn millions to be. To such a hero death itself bows, for he lives in memory all the time. In this spirit I shall not hesitate in this presence freely to express America's estimate of your character and achievements. The nation would gladly have its dominion extended over the face of the globe in order that admiring millions of additional fellow-citizens might be here to-day to pay homage to you and welcome you back.

"Your countrymen are interested in and know every detail of your life. Your joys and your sorrows are theirs. They have traced your ancestry and your character and deeds from the cradle, rocked by a fond mother, to the Olympia, rocked by the rolling waves of the mighty deep. They listen with delight to the story of the fighting Deweys bravely doing their duty in every war of their country for two hundred and fifty years; of your pointing out, when a mere child, to your father the pictures in the clouds of ships and battles, including the battle of Lake Erie and the form of Perry saving his country's flag from the disabled ship; of the devotional impress stamped upon your character by a loving mother; of your struggle with the schoolmaster, which taught the necessity of discipline in the affairs of life; of your inherited love for children and music; of your alert, bright and vivacious boyhood, mingled with the mischievous, but never with the malicious; of your deferential respect for those of your mother's sex; of the romance of your courtship and happy marriage; of your service under Admiral Farragut in the Gulf squadron, as the executive officer of the Mississippi, when you plunged iron shot and shell through the armor of the Confederate ram Manassas; of the sturdy and fearless manner in which you defended your ship against the guns of Port Hudson, and the quiet and orderly manner in which you abandoned her when she sunk, calling for special commendation of your superiors in their report; of the circumstances that between wars Farragut for forty-eight years, and you for thirty-seven years, devoted yourselves to the study of your profession, and both at the end of a long peace were found fully equipped and ready to give



DESIGN FOR THE DEWEY ARCH—"THE ARMY"

their country splendid service and to raise themselves to the highest plane of fame and renown.

"The romance of sea warfare has charmed and enchanted the imagination of man as no other theme has ever done, arousing in him the sentiment of patriotism and inspiring the poet with songs of his country and her heroes. This has always been so, whether in the times when Neptune with trident rode the sea in shell-shaped boat drawn by dolphins, or when the Vikings rowed the north main carrying all before them, or when the sea-kings with the modern navy were stationed upon the ocean to guard and protect the equal rights of civilized governments and their commerce upon the highway of the sea.

"The world stood enthralled, and then broke out in loud huzzahs which can never be silenced when the electric spark flashed the news over the globe that on the first of May, 1898, your fleet had destroyed in Manila bay the Spanish squadron, silencing the forts and taking the Philippine islands, thus stripping the East of every vestige of Spanish domination. Spain was that moment conquered. The Pacific ocean was that instant cleared of hostile forces, leaving to the remainder of our naval and land forces the task of sweeping clean the Atlantic ocean and her islands of the depressed, half-famished and scattered bands of Spanish stragglers.

"This was all accomplished in a naval battle of less than seven hours, including the coolly ordered intermission for breakfast. Not an American killed, but two hundred Spaniards laid low, seven hundred wounded, the Spanish navy destroyed, and an empire lost to her forever. History records no achievement of such superb completeness as the battle in Manila bay.

"This demonstration is no mere tribute to a personal friend, a fellow-citizen. It is a simple and deserved recognition of the debt due the public servant who has proved himself grandly and efficiently faithful to his country's welfare and honor. You are called a man of destiny. You are; but it is the destiny of merit and worth, the conscientious obedience to duty of one skilled in his art and judgment.

"Our republic has no reason to fear a comparison of her sea-fighters with those of other nations. The birth of the republic gave to her Paul Jones; the war for freedom of ocean highways gave her Perry, and the war for her moral and physical integrity gave her Farragut. She



CREW OF THE OLYMPIA PASSING UNDER THE DEWEY ARCH

points with pride to any one of this trinity, and says to all nations, 'Match him if you can.' The war against Spain, waged for common humanity's sake in behalf of her island neighbors, gave her Dewey, who can safely be proclaimed chief among the naval heroes of the world.

"The route of these idolized nautical sons of the republic is well marked. Their exploits go resounding through time, partaking of the vast and overwhelming character of the ocean upon which they rode, lived, acted and attained their greatest achievements which are the pride of all Americans.

"From your entry to your departure from Manila bay you were a history-maker, and if the old style prevailed of naming the period after him who bore the most illustrious name of any living man, this would be known as the Dewey age. Solitary in the grandeur of your achievements, you are lifted above all those who have gone before you.

"To the Mayor has been assigned the personally pleasant duty of presenting to you, in the name of the city of New York, the metropolis of our country, this loving-cup, a keepsake to remind you from time to time of her love for you and her special pride in your deeds of valor, which she believes will for ages to come insure full respect of all nations and people for our starry flag, whether flung to the breeze over the man-of-war or the ship of commerce."

As Mr. Van Wyck spoke the loving-cup, upon a small, plain table, was brought out and placed near the Admiral. He did not notice it until the Mayor referred to "this loving-cup," and then for the first time did Admiral Dewey behold the city's gift.

When the Mayor had ended the speech Admiral Dewey looked around him for a moment, and then replied by saying:

"It would be quite impossible for me to express in words how deeply I am moved by this—all these honors, one after the other—this beautiful cup, the freedom of the city, this great, magnificent reception. I cannot say what I want, but speaking for myself and the gallant squadron I had the honor to command at Manila, I thank you from the bottom of my heart."

After the presentation of the loving-cup the Admiral, the Mayor and the city's guests were escorted to the Sandy Hook and embarked for One Hundred and Twenty-ninth street to take their places at the head of the land parade. The parade was formed as follows:



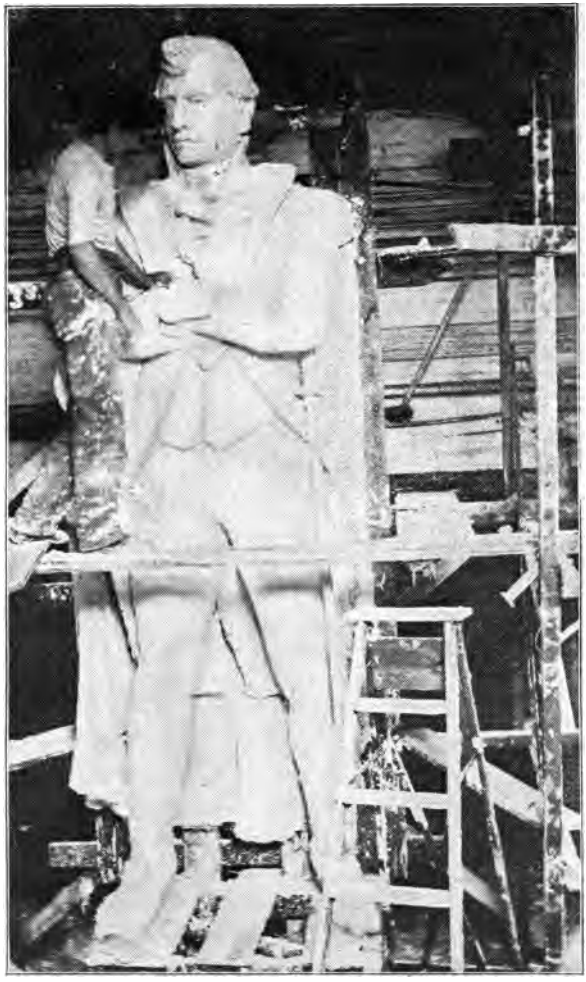
TROOPS PASSING UNDER THE DEWEY ARCH

Police.
Major-General Charles F. Roe,
Chairman Committee on Land Parade, and Staff.
Sousa's Band.
Battalion of Sailors from the Olympia, Commanded by Lieutenant-Commander George D. Colvocoresses.
ADMIRAL GEORGE DEWEY, U.S.N., and His Honor the Mayor of New York City (One carriage.)
Admiral Dewey's Captains. (Two carriages.)
Personal Staff of the Admiral. (Two carriages abreast.)
Rear-Admiral H. L. Howison, U.S.N., and Hon. Randolph Guggenheimer, President of the Municipal Assembly. (One carriage.)
Rear-Admiral William T. Sampson, U.S.N., Commander of the North Atlantic Station, and Staff Officer, and Hon. Thomas F. Wood, President of the Board of Aldermen. (One carriage.)
The Commanding Officers of Admiral Sampson's fleet and the Admiral's Staff Officers. (Eight carriages, two abreast.)
Rear-Admiral John W. Philip, Commandant of the New York Navy-yard, Dr. St. Clair McKelway, and Lieutenant-Commander Kelly, U.S.N. (One carriage.)
The Junior Officers of the Olympia. (Two carriages, abreast.)
The Junior Officers of the North Atlantic Squadron. (Ten carriages, two abreast.)
Governors, Committee and Guests. (Twelve carriages, two abreast.)
Special Reception Committee. (Three carriages.)
Major-General Nelson A. Miles and Aide, and Major-General Wesley Merritt and Aide. (Two carriages, abreast.)
Rear-Admirals Joseph N. Miller and Winfield S. Schley. (One carriage.)
Municipal Assembly (Four carriages, two abreast.)
Naval Brigade of North Atlantic Fleet.
Brigade United States Army.

Then followed the representatives from the various states, generally the governor and staff, and a larger or smaller body of troops, in the following order: New York, Pennsylvania, New Jersey, Georgia, Connecticut, Maryland, South Carolina, New Hampshire, North Carolina, Ohio, Indiana, Mississippi, Maine, Florida and Texas. These were followed by the veteran division, the unarmed part of the parade, under command of Major-General O. O. Howard, U. S. A. (retired).

There have been bigger parades in New York than this, but there has never been a finer, a more representative, a more impressive parade than this. The one prevailing idea that it was a tribute to Admiral

Dewey was kept well in mind. Others received resounding cheers, but with very rare exceptions they passed them by as being given for the hero of the day, Admiral Dewey, and not intended for them. By his general demeanor each one seemed to say, "This is Admiral Dewey's triumph, not mine. I am not here to receive the plaudits of the people, but to applaud him, and by my presence to help celebrate his deeds and to pay respects and honor to him." So generally was this the case that it was noticeable and supremely impressive, and any departure from it was like a discordant note in a grand harmonious chord.



STATUE OF PERRY FOR DEWEY ARCH
Showing heroic size as compared to an ordinary-sized man

From the very beginning of the parade to the end there was an uproar, an immense cheer broken here and there by some special or an unusual display of

welcome. At Seventy-second street about sixteen hundred children from the public schools, having been selected as a reward for high averages in their studies, were arranged on an immense stand, so that in living letters was spelled out the words, "Welcome, Dewey," and close alongside was a national banner wrought out in the same wonderful manner.

Perchance no feature of the day pleased and touched the Admiral more than when these children in sweet harmony welcomed him with the stirring words of "See the Conquering Hero Comes," and when a short stop was made, with "Home, Sweet Home." It was afterward reported that he declared to Mayor Van Wyck that such a tribute was sufficient reward for any man's best efforts and for all his trials.



THE CARRIAGE IN WHICH ADMIRAL DEWEY RODE TO THE CAPITOL AT WASHINGTON

When the triumphal arch was reached the Admiral was clearly overcome by the splendor of this great work of art. While he almost mechanically recognized the plaudits of the thousands of people in that vicinity, still his eyes were hardly removed from the arch as he scanned its noble proportions and artistic design. No one can ever know or appreciate his feelings as he gazed long and earnestly upon the sculptured figure of his old commander, his exemplar, America's first admiral, Farragut. On arriving at the reviewing-stand the Admiral, the Mayor and the city's invited guests, including the representatives of the army and navy, mounted the stand and formed a gorgeous picture in all the splendor of regulation full dress. They had scarcely got



MARINES PASSING THE REVIEWING-STAND IN FRONT OF THE CAPITOL AT WASHINGTON

settled when Sousa's band, leading the parade, playing the "Stars and Stripes Forever," came swinging down the avenue, followed by the tars of the Olympia.

The remainder of the parade followed in the order already stated, and as dusky night was casting her mantle over the great city the parade came to an end. Leaving the stand the Admiral, with Troop A as an escort, proceeded at once to the house which had been appointed for his home while he should remain in New York.

Thus New York ended her tribute to the returning hero and left him to gain the rest of Sunday before proceeding with the committee which had already come to escort him to the national capital.

WASHINGTON

On October 2d the Admiral proceeded to Washington, his journey being a sort of continuous triumphal procession. Upon reaching the line of the District of Columbia, John Addison Porter, Secretary to the President, extended President McKinley's greeting, and District Commissioner Wright formally presented to the guest of honor the freedom of the District, saying:

"Admiral Dewey, you are now in the District of Columbia, and representing the Commissioners of the District, I have the honor of tendering you the freedom of the nation's capital, and in behalf of the people of the District, from the most exalted to the humblest citizen, I give you a sincere and cordial welcome home. We feel gratified that Washington is to be your future home. It is the best place in the world in which to have a home, and it is fitting that you, who have done so much for the nation, should make your future home in the nation's capital. The people of Washington will esteem it not only a pleasure, but an honor to do all in their power to make your stay with us as pleasant as your services have been successful at Manila."

Admiral Dewey's reply was brief, as all of his other speeches have been:

"I want to thank you very much, my friends," said he, "for this testimonial of your regard. It is true that as long as I live, and I hope to live a long time, I intend to live in Washington. I thank you again for this expression."



CAVALRY PASSING THE REVIEWING-STAND IN WASHINGTON

Upon arriving in Washington the party was met by Troop H of the Third United States Cavalry and the United States Marine band, which, having given the four flourishes required by naval etiquette, struck up "Under the Double Eagle," by Wagner, which is the Admiral's favorite piece of music, and which by his request the Olympia's band played as the fleet sailed forth from Hong-Kong for Manila, and again as the vessel started from Manila on the homeward journey.

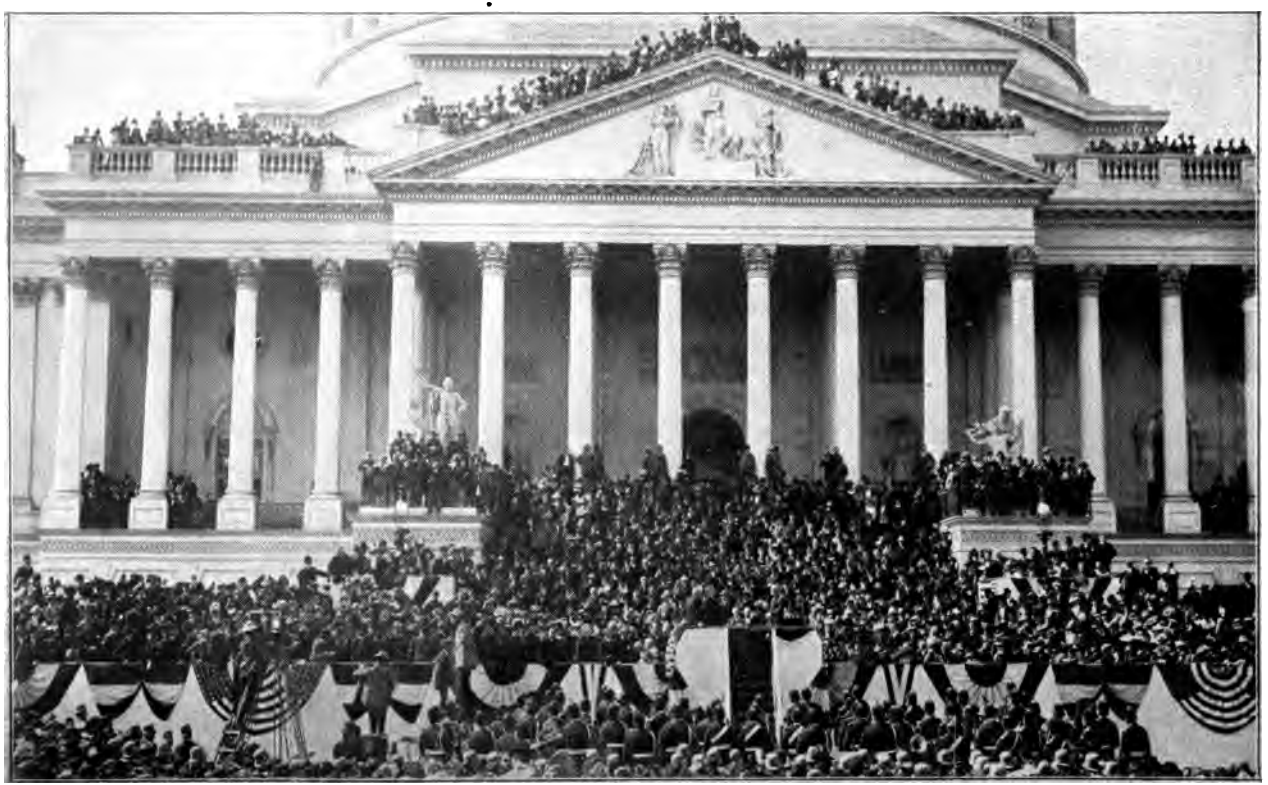
From the station the party proceeded direct to the White House, Admiral Dewey and Mr. Moses, chairman of the Citizens' Committee, occupying a strikingly handsome carriage drawn by four spirited bay horses ridden by postilions. Secretary Long was waiting at the door, and greeted the Admiral with enthusiasm, saying:

"Admiral, I welcome you home. This is the Navy Department for the moment, and your associates of the navy are assembled here to give you a hearty greeting."

After greeting the President and Mrs. McKinley, the members of the Cabinet and naval officers present, the Admiral with the President proceeded to the reviewing-stand at the head of Pennsylvania avenue, where they reviewed the great civic parade given in honor of the Admiral's return.

Admiral Dewey left his place early, and with the President, followed by the members of the Cabinet, left the stand, the Admiral proceeding to the home of his hostess, Mrs. Washington McLean, on K street, facing Farragut Square. He was accompanied by Chairman Moses, his two aides, Lieutenants Brumby and Caldwell, and his son, George G. Dewey, The Admiral was met at the head of the staircase by Mrs. McLean and her two daughters, Mrs. Hazen and Mrs. Ludlow, and her grandson, Captain Frederick Burger. Mrs. McLean welcomed the Admiral and turned the house over to him for his use during his stay in Washington. Mrs. McLean and the members of her family then left the house, going to her country home, Beauvoir, in the suburbs of Washington.

The principal event of the Washington reception, and that which officially eclipsed all others, was the presentation to Admiral Dewey of the sword which Congress had voted him. The day following his arrival was set for this ceremony, which took place exactly at noon. The site chosen for the presentation was the same as that on which the presidents of the United States for many years past have taken the



THE REVIEWING-STAND, SHOWING CROWDS ON THE ROOF OF THE CAPITOL

oath of office, the east front of the capitol. Spectators not only stretched out in an unbroken mass over the capitol grounds as far as the eye could reach, but crowded the roof of the Senate Chamber and the gallery around the dome. Prayer was offered by Rev. Dr. Bristol, pastor of the Methodist church which President McKinley attends.

Secretary Long made the formal address of presentation. Standing bareheaded and addressing his remarks directly to the Admiral, who, bareheaded, remained seated, he said:

"My dear Admiral, let me read a few extracts from our official correspondence, covering less than a fortnight's time, and now known the world over.

"WASHINGTON, April 24, 1898.

"DEWEY, Hong-Kong:—

"War has commenced between the United States and Spain. Proceed at once to Philippine islands. Begin operations at once, particularly against the Spanish fleet. You must capture vessels or destroy. Use utmost endeavors. "LONG."

"MANILA, May 1, 1898.

"SECRETARY OF THE NAVY, Washington:—

"The squadron arrived at Manila at daybreak this morning. Immediately engaged enemy, and destroyed the following vessels. . . . The squadron is uninjured. Few men were slightly wounded.

"DEWEY."

May 4, 1898.

"SECRETARY OF THE NAVY, Washington:—

"I have taken possession of the naval station, Philippine islands. I control bay completely, and can take city at any time. The squadron in excellent health and spirits. I am assisting and protecting Spanish sick and wounded. "DEWEY."

"WASHINGTON, May 7, 1898.

"DEWEY:—

"The President, in the name of the American people, thanks you and your officers and men for your splendid achievement and overwhelming victory. In recognition he has appointed you Acting Rear-Admiral, and will recommend a vote of thanks to you by Congress as a foundation for further promotion. "LONG."



PRESIDENT MCKINLEY AND ADMIRAL DEWEY ON THE REVIEWING-STAND

"In those words what a volume of history; what a record of swift, high, heroic discharge of duty; you went, you saw, you conquered! It seems but yesterday that the republic, full of anxiety, strained its listening ear to catch the first word from those distant islands of the sea. It came flashing over the wires that May morning as the sun burst through the clouds, and filled every heart with the illumination of its good cheer. In the twinkling of an eye your name was on every lip, the blessing of every American was on your head, and your country strode instantly forward a mightier power among the nations of the world. As we welcome you back there comes back also the vivid picture of that time, with all its hopes and fears, and with all its swift succeeding triumph and glory.

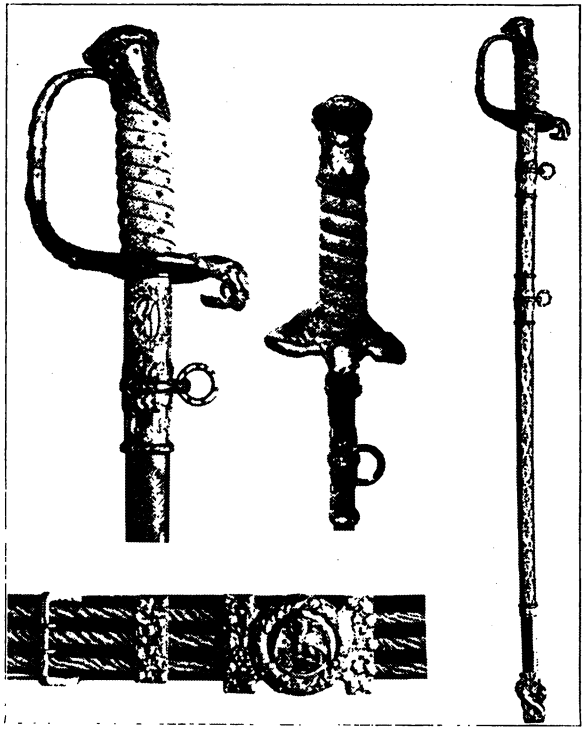
"Let me now read the act of Congress in pursuance of which we are here:

"Resolved, By the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of the Navy be, and he hereby is, authorized to present a sword of honor to Commodore George Dewey, and to cause to be struck bronze medals commemorating the battle of Manila bay, and to distribute such medals to the officers and men of the ships of the Asiatic squadron of the United States under command of Commodore George Dewey on May 1, 1898, and that, to enable the Secretary to carry out this resolution, the sum of $10,000, or so much thereof as may be needed, is hereby appropriated out of any money in the treasury not otherwise appropriated.

"Approved June 3, 1898.

"It was by this solemn enactment, approved by the President, that the people of the United States made provision for putting in material form one expression of their appreciation of your valor as an officer of their navy and of your great achievement as their representative in opening the door to a new era in the civilization of the world. The victory at Manila bay gave you rank with the most distinguished naval heroes of all times. Nor was your merit most in the brilliant victory which you achieved in a battle fought with the utmost gallantry and skill, waged without error, and crowned with overwhelming success. It is still more in the nerve with which you sailed from Hong-Kong

to Manila harbor; in the spirit of your conception of attack; in your high commanding confidence as a leader who had weighed every risk and prepared for every emergency, and who also had that unfaltering determination to win, and that utter freedom from the thought or possibility of swerving from his purpose, which are the very assurance of victory.

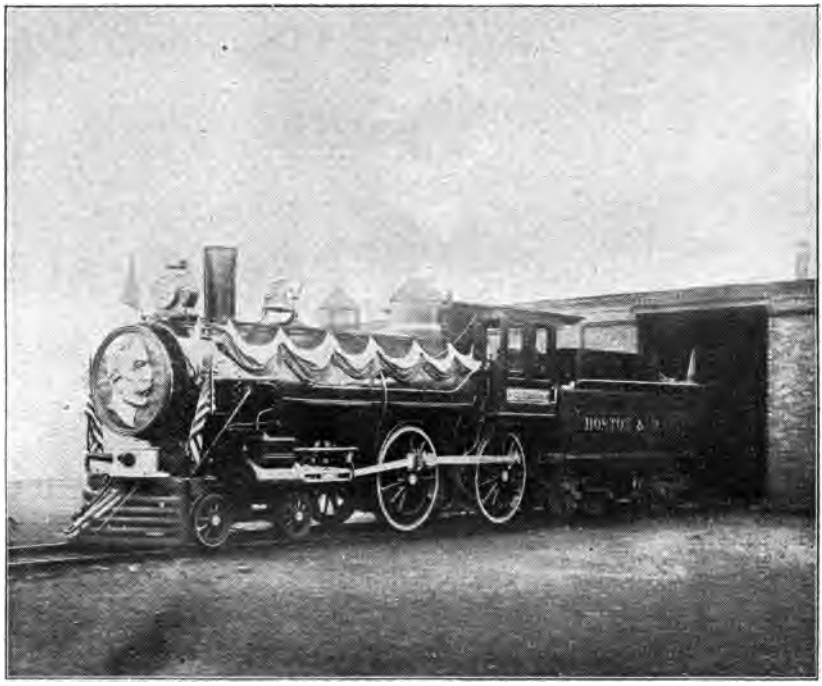


SWORD AND BELT PRESENTED ADMIRAL DEWEY BY CONGRESS

"No captain ever faced a more crucial test than when that morning, bearing the fate and the honor of your country in your hand, thousands of miles from home, with every foreign port in the world shut to you, nothing between you and annihilation but the thin sheathing of your ships, your cannon and your devoted officers and men, you moved upon the enemy's batteries on shore and on sea, with unflinching faith and nerve, and before the sun was half way up in the heavens had silenced the guns of the foe, sunk the hostile fleet, demonstrated the supremacy of the American sea-power, and transferred to the United States an empire of the islands of the Pacific. Later, by your display of large powers of administration, by your poise and prudence and by your great discretion, not only in act, but also in word, which is almost more

important, you proved yourself a great representative citizen of the United States as well as its great naval hero. The luster of the American navy was gloriously bright before, and you have added to it a new luster. Its constellation of stars was glorious before, and you have added to it another star of the first magnitude.

"And yet many of your grateful countrymen feel that in the time to come it will be your still greater honor that you struck the first blow,



THE ENGINE OF THE DEWEY TRAIN ON THE BOSTON AND MAINE RAILROAD

under the providence of God, in the enfranchisement of those beautiful islands which make the great empire of the sea, in relieving them from the bondage and oppression of centuries and in putting them on their way, under the protecting shield of your country's guidance, to take their place in the civilization, the arts, the industries, the liberties and all the good things of the most enlightened and happy nations of the



LAYING THE CORNER-STONE OF DEWEY HALL, NORWICH UNIVERSITY, NORTHFIELD, VERMONT

world, so that generations hence your name shall be a household word enshrined in their history and in their hearts. Clouds and darkness may linger about them now, but the shining outcome is as sure as the rising of the sun. Whatever the passing tribulations and difficulties of the present moment, they will in due time soon and surely give way to the dawn of a glorious new day—a day not of any mere selfish imperial dominion of one people over another, but of the imperial moral and physical growth and expansion of all the peoples, whatever their race or language or color, who have come under the shelter of the broad shield of the United States of America.

"By authorizing the presentation of this sword to you as a mark of its approval your country has recognized, therefore, not only the great, rich fruits which even before returning from your victory you have poured into her lap, but also her own responsibility to discharge the great trust which is thus put upon her and fulfill the destiny of her own growth and of the empire that is now her charge. It is a new demand upon all the resources of her conscience, wisdom and courage. It is a work in the speedy and beneficent consummation of which she is entitled to cordial help, sympathy and uplifting of all her citizens, not the faint-hearted doubts and teasing cavils of any of them. It is a work on which she has entered in the interest of early peace in those lands, their stable government, the establishment in them of law and order, the security of life and property and the American standards of prosperity and home.

"Let those who fear remember that though her children, guided by you, took the wings of the morning and dwelt in the uttermost parts of the sea, even there the land of our fathers' God shall lead them, and his right hand shall hold them. In this work, in view of the great part you have taken in the sudden development of her sovereignty, your full knowledge of the situation and the just hold you have on the hearts of all her people, she looks for your continued services and listens for your counsel, in the high hope and purpose that the triumph of her peace shall be even greater than her triumph in war.

"It is my good fortune, under the terms of the enactment of Congress, to have the honor of presenting to you this beautiful sword. If during the many coming years, which I trust will be yours, of useful service to your country, it shall remain sheathed in peace, as God grant

it may, that fact will perhaps be due more than to anything else to the thoroughness with which you have already done its work. I congratulate you on your return across the sea in full health of mind and body to receive it here; here in the national capital; here on these consecrated steps where Lincoln stood; here, standing between the statue of the first president of the United States and him who is its living

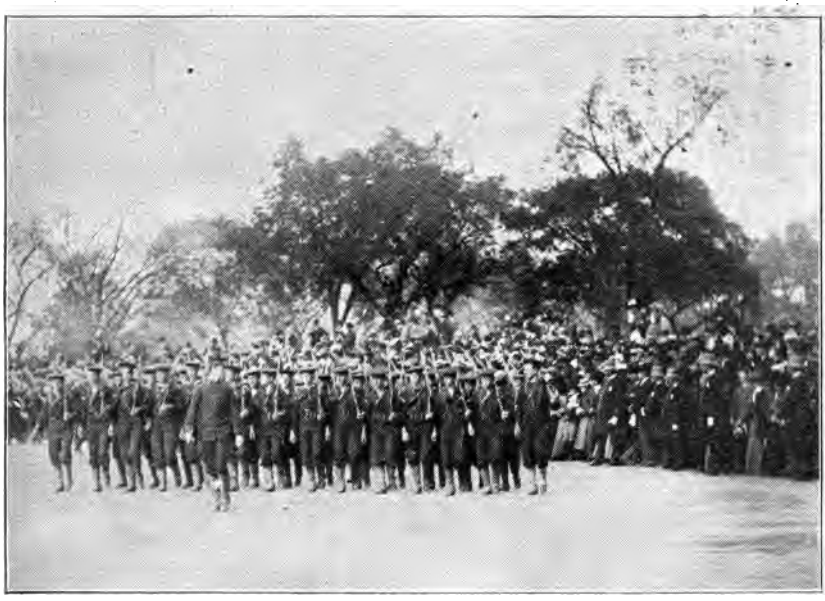


SIEGE ARTILLERY IN THE BOSTON PARADE

president to-day: here in this beautiful city, adorned with the statues of its statesmen and heroes, the number incomplete until your own is added; here amid this throng of citizens who are only a type of the millions and millions more who are all animated by the same spirit of affectionate and grateful welcome. I cannot doubt that it is one of the proudest days of your life, and I know that it is one of the happiest

in the heart of each one of your fellow-countrymen wherever they are, whether on the continent or on the far-off islands of the sea.

"Now, following the authorization of Congress, I present the sword of honor which I hold in my hand.. My hand? Rather let it go to you through the hand of one who in his youth also periled his life and fought for his country in battle, and who to-day is the commander-in-chief of our armies and navies, the President of the United States."



OLYMPIA'S MARINES IN THE PARADE, BOSTON

As Secretary Long concluded he passed the sword to President McKinley, who said:

"Admiral Dewey, from your entrance in the harbor of New York with your gallant crew and valiant ship, the demonstrations which everywhere have greeted you reveal the public esteem of your heroic action and the fullness of the love in which you are held by your country.

"The voice of the nation is lifted in praise and gratitude for the distinguished and memorable services you have rendered the country,



THE PARADE ON COLUMBUS AVENUE, BOSTON

and all the people give you affectionate welcome home, in which I join with all my heart. Your victory exalted American valor and extended American authority. There was no flaw in your victory; there will be no faltering in maintaining it. It gives me extreme pleasure and great honor in behalf of all the people to hand you this sword, the gift of the nation, voted by the Congress of the United States."

The President handed the sword to the Admiral with a bow, and there was a roar of applause when he arose to receive it. When he essayed to reply his voice failed, and he made the effort twice before words would come. When he did speak his tones were clear and steady, but so low. He said:

"I thank you, Mr. President, for this great honor you have conferred upon me. I thank the Congress for what it has done. I thank the Secretary of the Navy for his gracious words. I thank my countrymen for this beautiful gift, which shall be an heirloom in my family forever as an evidence that republics are not ungrateful; and I thank you, Mr. Chairman and gentlemen of the committee, for the gracious, cordial and kindly welcome which you have given me to my home."

The pronouncing of the benediction by Cardinal Gibbons, of the Roman Catholic church, concluded the ceremony.

After reviewing the military parade the Admiral was President McKinley's guest of honor at the largest dinner party in the history of the White House social functions. To attempt description of the brilliant affair is useless. Its brilliancy defies description. The members of the distinguished company were:

The President.
Admiral Dewey.
The Secretary of State.
The Secretary of War.
The Attorney-General.
The Postmaster-General.
The Secretary of the Navy.
The Secretary of the Interior.
The Secretary of Agriculture.
The Secretary to the President.
Justice Harlan.
Justice Gray.
Justice Brown.
Senator McComas.
Senator Penrose.
Senator Daniel.
Senator Martin.
Senator Beveridge.
Representative Grout.
Representative Foss.
Representative Boutelle.
Representative Livingston.
Governor Smith, of Vermont.
Governor Wolcott, of Massachusetts.
Governor Roosevelt, of New York.
Governor Lowndes, of Maryland.



Governor Wolcott

COLORS BORNE BY MASSACHUSETTS REGIMENTS DURING THE SPANISH-AMERICAN WAR

Justice White.
General Miles.
General Merritt.
General Corbin.
Surgeon-General Sternberg.
Colonel Theodore A. Bingham.
Rear-Admiral Sampson.
Rear-Admiral Schley.
Rear-Admiral Sicard.
Rear-Admiral Crowninshield.
Captain Lamberton.
Captain Mahan.
Flag-Lieutenant Brumby.
Flag-Secretary Caldwell.
Senator T. C. Platt.
Senator Depew.
Senator Proctor.
Senator Chandler.
Senator Aldrich.
Senator Foraker.
Senator Hanna.
Senator Davis.
Senator Lindsay.
Senator Sewell.
Senator Elkins.
Senator Tillman.
Senator Thurston.
Governor Powers, of Maine.
Governor Tyler, of Virginia.
Governor Rollins, of New Hampshire
Governor Atkinson, of West Virginia
Governor Pingree, of Michigan.
General R. A. Alger.
James A. Gary.
Cornelius N. Bliss.
Hilary A. Herbert.
General Nathan Goff.
Assistant Secretary Pruden.
Assistant Secretary Cortelyou.
Assistant Secretary Hill.
Assistant Secretary Adee.
Assistant Secretary Meiklejohn.
Assistant Secretary Allen.
Assistant Postmaster-General Heath.
President J. G. Schurman.
President Seth Low.
Provost C. C. Harrison, Philadelphia.
Commissioner Wright.
Commissioner Ross.
Commissioner Beach.
Charles Dewey.
George G. Dewey.
Colonel Myron T. Herrick.
Chairman William H. Moses.

On Friday, October 13th, Admiral Dewey laid the corner-stone of Dewey Hall, Norwich University. The principal feature of the ceremony was the address by Senator Depew and the actual laying of the stone by the Admiral. The stone itself is a boulder of granite, found on the grounds of the university and conveniently utilized as the corner-stone for the proposed building of Vermont granite.

BOSTON

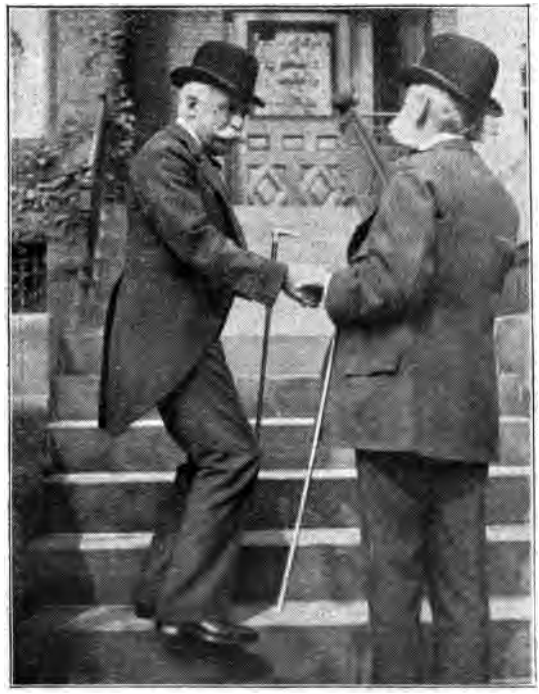
Parades are ever much the same, but it is doubtful if ever a popular hero had the honor of reviewing a finer and more representative parade in his honor than did Admiral Dewey at Boston on October 14th. Two features call for special mention; the massing of 25,000 school-children to sing a welcome to the man of the day, and the presentation to the Admiral by the city of Boston of a superb watch.



THE DEWEY HOUSE, 1747 RHODE ISLAND AVENUE, WASHINGTON, D. C.

Never before anywhere in America or abroad had so large a number of children been massed together. Needless to say it impressed the big-hearted man in whose honor it was done. After it was over he said:

"When I first heard of the idea of massing so many children I did not think it feasible. It has been the most impressive sight I have seen, and the greeting the children have given me has been more enthusiastic than that given me by any people in any city."



ADMIRAL DEWEY AND EX-SECRETARY CHARLES FOSTER

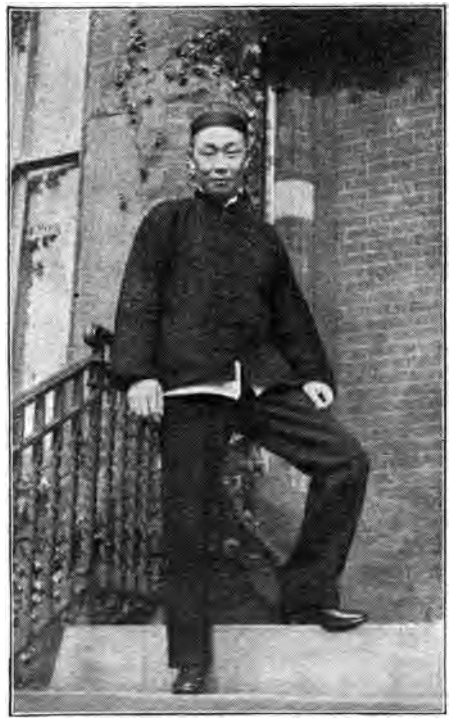
In presenting the watch, the gift of the city, Mayor Quincy spoke as follows:

"Admiral Dewey, you come back to your fellow-countrymen from a brilliant and successful service, in war and in peace, in a far distant region of the earth—a service unique in modern times in its momentous results and in its appeal to the imagination of mankind. Your return has been fittingly signalized by the great national reception extended to you at the metropolis of the country, by the greeting of the Federal capital, and by the welcome home of kindred, friends and neighbors in your native state and city. It is proper that next to these the city of Boston, the metropolis of New England, should have an opportunity to do honor to the most distinguished living example of those personal qualities, characteristic of our section of the country, which have made the influence of its sons felt so strongly, from the earliest



PARLOR IN THE DEWEY HOUSE

times to the present day, in the development and expansion of the nation. We may almost greet you as a fellow-citizen of long standing, for your ancestor, Thomas Dewey, landed here in 1633, and your family never got farther away from us than Vermont, until you selected the harbor of Manila as a more desirable place of residence, and in order that you might occupy it, annexed to your country a domain imperial in extent and resources. To-day we welcome you to Boston—a name as familiar to you in the Philippines as at home—and we offer you, in the fullest and largest sense, with honor for your achievements, with respect for your character, with affection for your personality, the full freedom of no mean city. In the presence of the city government, and in the name of all the people of Boston, I bid you thrice welcome.



ADMIRAL DEWEY'S CHINESE ATTENDANT

"You left us a bureau officer of the navy, thoroughly trained and skilled in your high profession, respected and esteemed by your official associates—a type of the strong men who have from the beginning of our national life made America respected upon the seas; you return a full admiral, the third in all our history to wear that high title, the successor of Farragut in fame as in rank. You set out for the Asiatic station less than two years ago known to but few of your countrymen—a modest officer in their naval service; you return, still with the unimpaired modesty of true greatness, the commander in the greatest naval battle since Trafalgar, bearing a name famous through all the world,



CORNER OF THE LIBRARY IN THE DEWEY HOUSE

and holding a place forever upon the pages of history. You have gained the thanks of Congress, official reward, and promotion to the highest rank; you are now receiving—and may we not believe this is even more precious to you—the personal and spontaneous thanks of your fellow-countrymen, the indications of their sincere affection for you, the evidences of their confidence in you, of their desire to look up to you and be led by you. The people of America are not ungrateful; they would gladly bestow upon you any honor, even the highest in their gift.

"The instinct which guides great masses of men, which leads them at intervals to elevate some individual far above his fellows, and to see in him the rare qualities of true greatness, is not apt to be mistaken; individuals may be wrong, but when the universal judgment declares itself, it must be right. The American people see in your record the qualities that make up a strong and great man—courage, patience, firmness—discretion, devotion, simplicity. They would indeed honor and reward you merely for the victory at Manila—however it might have come, or whatever might have followed it; but they are no blind worshipers of the mere warrior. They give you their homage because by one hard and daring blow, delivered 8,000 miles from an American port, you destroyed the foundation of the Asiatic power of Spain, and thus earned the right to be called a peacemaker by greatly hastening the close of the war.

"But I believe that it is far more the qualities afterward displayed, in the year of arduous and delicate service which followed—a service unexampled in its character in our own history, and with few parallels in all history—which have won for you such unique manifestations of the respect and affection of 75,000,000 people. It is not alone the daring commodore who took his fleet by the forts and the torpedoes in the early morning light of that memorable first of May, and annihilated a fleet without the loss of a man, who excites their admiration; it is even more the public servant whose intelligent foresight and careful preparation won the battle of Manila, as you have yourself expressed it, in the harbor of Hong-Kong; whose diplomacy managed the Filipinos and held their good-will; whose firmness at all times controlled a most difficult situation; whose judgment never erred; whose sense of duty kept him continuously at his post in an exhausting climate; whose



CORNER OF ONE OF THE BEDCHAMBERS IN THE DEWEY HOUSE

administrative ability gave to the world the proof that America had at least some sons conspicuously fitted to deal with the problems of distant possessions inhabited by alien peoples. Our people love you as an example of great devotion to high duty; they believe that as that has been your guiding star in the past, so it will be in the future; that whatever may be the work to which you are called, whether in war or in peace, whether naval or civil, you will not be found unmindful of any obligations which the confidence reposed in you by your fellow-countrymen may still lay upon you. In our national perplexities arising out of the strange and trying situation which confronts us in the Philippines we turn to you, who know the conditions so well, for counsel, for guidance, for still further service.

"You are again upon your native soil; but your fame was won at Manila, and there it should be secured and perpetuated. The work which your fleet began was a work of liberation, not of conquest; of civilization, not of enslavement. However dark may be the present situation in those now distracted islands of the Eastern seas, the true intentions of the American people must in the end make themselves felt and recognized, alike at Washington and in Luzon; when peace is restored, when the wise and statesmanlike counsels associated with your own name again assert themselves, we may be sure that the Filipinos, who accepted you as their friend, and have never learned to regard you as their enemy, will be given the fullest liberty which they are capable of enjoying. When that happy time shall come, when the American flag shall mean in those far-off islands, as it means at home, peace, order, education, prosperity—then will be realized the promise of greater security and larger liberty which the echo of your guns carried on that May morning to the listening ears of millions; then will come the time when the statue of George Dewey shall be erected in the chief square of Manila, and when the natives themselves shall write beneath his name a single title—the proudest that can be borne by mortal man—Liberator.

"The city government of Boston now desires to present to you, Admiral Dewey, a gift which you may take away as a slight token of our gratitude for your services to the country, of the special pride which we feel in you as a son of New England, and as a memento of this memorable visit. The suggestion of a watch as a suitable present came



ADMIRAL DEWEY'S WIFE, MRS. MILDRED DEWEY

from one of your former shipmates, and this form of gift has at least the merit of enabling us to utilize a distinctive product of the mechanical skill which lies at the foundation of New England's prosperity to express our appreciation of these qualities in you—may we not also say distinctive of the sturdy New England character?—which have shed additional luster upon the mountains and valleys of your native state, and have illumined the whole country with new glory. We offer it to you upon a silver tray, which will hand down to your descendants, in a more enduring form than parchment, the inscription engraved upon it formally extending to you the freedom of the city of Boston. May the time which this watch shall mark deal gently with you, and may you long be spared to serve your country in whatever station she may most need you."

Then the gift of the city of a magnificent watch and chain, with charm, resting upon a silver plate, suitably inscribed, was given to the Admiral. He said:

"Mr. Mayor, I wish to thank you for your kind and complimentary remarks. I wish also to thank you, and through you the citizens of this city, for this present, for its freedom and for this grand ovation, the like of which no living man has ever seen, I think. That ovation which was given me last night I believe has never been equaled within the lifetime of any of us; at all events, I never saw the equal of it. I thank you very much indeed."

After the Boston celebration the two points in the Admiral's career in which the public have so far found a rightful interest have been the presentation to him by thousands of his admirers of a Washington residence, and his marriage to Mrs. Hazen, daughter of Mrs. Washington McLean, whose hospitality the Admiral enjoyed during the Washington celebration, and widow of General Hazen, formerly Chief of the United States Signal Service.

The house presented to the Admiral is known as No. 1747 Rhode Island avenue. It stands on a terrace slightly above the street-level, faces south, and looks out upon the intersection of Rhode Island avenue, M street and Connecticut avenue, and is one of the choicest in Washington so far as accessibility and general convenience are concerned. The general appearance of the house is better portrayed by views from photographs, several of which are herein included, than by description.

With his usual forehandedness, and in keeping with his record for surprises, while all the big newspapers were marshaling their forces for a big, gossipy description of the wedding of Admiral Dewey and Mrs. Mildred Hazen, he outwitted them by an early wedding. They were quietly married Thursday, November 11th, at the rectory of St. Paul's Catholic church, in Washington, the Rev. James Mackin officiating. The only witnesses present, besides the officiating clergymen, were Mrs. Washington McLean and Mrs. Ludlow, mother and sister respectively of Mrs. Hazen, and Lieutenant Caldwell, Admiral Dewey's secretary. Admiral Dewey being a Protestant and Mrs. Hazen a Catholic, a special dispensation was required for the performance of the ceremony. After a short trip to New York they returned to Washington to reside permanently. As the Admiral afterward expressed it, his official life and record belong to his country, but having done what was asked of him he desired to withdraw from public gaze and make his private life his own. Having served his country well, and received the plaudits of a grateful people, he retired, to enjoy the remaining days of his career in a peaceful home-life.